

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
788	Jane	Nash	GB15	Not opposed to the proposal provided it is carried out sympathetically to nature as suggested in the report.	None stated.	Support for the principle of development noted.	No further modification is proposed as a result of this representation
788	Jane	Nash	GB15	Concerned about traffic increases as the A245 is already busy. The proposal will only be successful if significant changes are made to the existing road system.	Aside from building a second bridge over the M25 to give an alternate route in to West Byfleet from Byfleet and beyond I'm not sure how to improve the access from both the Dartnell area and West Hall onto Parvis Road. The Dartnell area is surrounded by the canal on one side, the train tracks on the far side and Green Belt fields and the school on the third side. I would be open to ideas from the council there was mention of a roundabout where Blackwood Close and Parvis road meet; I'm not quite sure how this would work but my support for this project would depend on the details of how the smooth flow of traffic in West Byfleet are to be achieved.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Council notes the proposed modification to build a second bridge over the M25 between Byfleet and West Byfleet as well as improving the access from Dartnell Park onto the A245. The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation.</p>	No further modification is proposed as a result of this representation
929	M	Navin	GB12	Green space should be kept for future generations.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 15.0 and 21.0	No further modification is proposed as a result of this representation
929	M	Navin	GB13	Green space should be kept for future generations.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 15.0 and 21.0	No further modification is proposed as a result of this representation

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929	M	Navin	GB12	The plans are contrary to the five purposes of the Greenbelt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 10.0	No further modification is proposed as a result of this representation
929	M	Navin	GB13	The plans are contrary to the five purposes of the Greenbelt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 10.0	No further modification is proposed as a result of this representation
929	M	Navin	GB12	Object to development in the Green Belt. The Business Secretary has stated there is no need to build on Green Belt. Concerned about the impact on roads and schools.	None stated.	The representation regarding the Business Secretary's statement has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, particularly paragraph 1.9, Section 9.0, Section 11.0 and Section 16.0 The representation regarding infrastructure, congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0	No further modification is proposed as a result of this representation
929	M	Navin	GB13	Object to development in the Green Belt. The Business Secretary has stated there is no need to build on Green Belt. Concerned about the impact on roads and schools.	None stated.	The representation regarding the Business Secretary's statement has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, particularly paragraph 1.9, Section 9.0, Section 11.0 and Section 16.0 The representation regarding infrastructure, congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0	No further modification is proposed as a result of this representation
1542	David	Neale	UA32	There will be damage to Bat and bird habitats due to the loss of woods and light pollution from the additional houses and leisure centre.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.	No further modification is proposed as a result of this representation
1542	David	Neale	UA32	Most concerned about the loss of large amounts of well used open space, including the school sports field, recreation ground, running track and woods adjacent to the Canal. WBC can only meet annual housing targets by developing these spaces which would ruin the character of the estate.	None stated.	Any regeneration of the site would be required to enhance the public open space to make it more accessible to the existing and proposed residents. This would need to be of high quality and comply with Core Strategy Policy CS17. Any proposed scheme that would reduce the amount of open space on the site would need to be fully justified against the policy requirements of the NPPF and Core Strategy. The key requirements within the DPD state that the existing athletics track will have to be retained or relocated. The proposed Hoe Valley School at Egley Road (GB8) has been granted planning permission and includes a new and enhanced athletics track to replace the existing facility in Sheerwater. The 292 dwellings per year set out in the Core Strategy took into account a net increase of around 250 dwellings in Sheerwater. The proposed allocation is therefore broadly consistent with the original objectives of the Core Strategy. Overall, through a masterplan led approach, the Council believes that the regeneration of the site can be achieved without a significant negative impact on open space and biodiversity/green infrastructure assets.	No further modification is proposed as a result of this representation
1542	David	Neale	UA32	Most of the proposed housing and leisure centre will be build on land that floods. These properties will be at risk as will adjacent properties within the existing estate.	None stated.	The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
1542	David	Neale	UA32	Restrict the development to areas that need it like the three storey flats above the shops on Dartmouth Avenue Shopping Parade. Concentrate new housing on undented parts of the two industrial estates adjacent to Sheerwater.	Restrict the development to areas that need it like the three storey	The Council notes the proposed modifications. The redevelopment of the flats on Dartmouth Avenue would not have the regenerative effect that a comprehensive redevelopment would achieve. Although it would address some of the areas of deprivation noted in the area, a more comprehensive scheme is expected to have far greater benefits to the local and wider area. The industrial estates noted are important employment areas in the Borough. They provide	No further modification is proposed as a result of this representation

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					flats above the shops on Dartmouth Avenue Shopping Parade. Concentrate new housing on undented parts of the two industrial estates adjacent to Sheerwater.	local people with employment opportunities and are important in working towards the economic objectives of the Borough and Core Strategy. As noted in policy CS5 and CS15, these areas are safeguarded for employment uses.	
1542	David	Neale	UA32	The small areas of green space proposed will not compensate for the amenities lost and will be difficult to manage. They will become car parks. The number of homes will result in a significant increase in cars and parking spaces.	None stated.	Any proposed open space on the site should be of equal or better quality than what it is replacing. The amount of open space would also have to comply with the standards set out in the Core Strategy. The Council has a Parking Standards SPD which sets out specific requirements for parking for new development. The SPD will be applied when development comes forward. In addition, Core Strategy Policy CS18 allows a number of factors to be taken into account in applying the standard, including proximity to public transport and existing traffic congestion.	No further modification is proposed as a result of this representation
1542	David	Neale	UA32	The creation of a leisure centre will not compensate for the recreation facilities that will be lost by the destruction of so much open space.	None stated.	The proposed leisure centre would meet the educational requirements of David Bishop Brown School and enable the school to increase its intake of pupils. This would help meet the educational needs of the local community. In addition, the proposed leisure centre would also provide the local community with year round sports facilities. Overall this is expected to have a positive impact on health and well-being and would help to address a key issue in the area.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB16	Broadoaks has a partially implemented scheme for a business park. The recent proposal for 150 dwellings and a 900 pupil Free school is a different type of proposal and will result in a higher level of traffic. This needs to be factored when considering the proposal for the site	None stated.	The Broadoaks site on Parvis Road is not allocated for a school. The allocation is for an employment-led mixed use site to include quality offices and research premises and residential including Affordable Housing and housing to meet the accommodation needs of the elderly. The current proposal for a 900 pupil private secondary school is a developer led scheme that will be considered as part of the planning application process.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Existing health facilities are at capacity	None stated.	The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB16	The potential profit from development proposals for the site is likely to be significant and therefore should make substantial contributions towards infrastructure.	None stated.	The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that contributions are made towards strategic infrastructure and site specific infrastructure. This will be in accordance with CS16 of the Core Strategy	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Development proposals for West Hall should be able to demonstrate that there is sufficient infrastructure and the proposals would not be at the detriment to the existing community.	None stated.	Successful sustainable communities need careful planning, this is why the Council is seeking to address the growth in the borough through a plan led approach. It is the combination of the plan-making and development management process that will ensure that the development is truly sustainable. There is a significant unmet need for housing and it was acknowledged at the preparation of the Core Strategy that exceptional circumstances case ought to be made to release Green Belt land for housing. Further information on this can be found in the Council's Issues and Matters Topic Paper Section 1.0. The available evidence suggest that the sites proposed for allocation are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. It is important to note that zero growth is not a reasonable alternative option given the significant unmet need in the borough and the surrounding area. The Core Strategy Policy CS21: Design, the Design Supplementary Planning Document (SPD) and Outlook, Amenity, Privacy and Daylight SPD include robust policies and guidance to make sure that the design of development that will come forward on the allocated sites achieves a satisfactory relationship to adjoining properties and the surrounding area, avoiding any significant harmful impact to the environment and general amenity. Please also see the Council's Issues and Matters Topic Paper Section 3.0, 8.0, 20.0 and 24.0	No further modification is proposed as a result of this representation

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1264	R.D.S.	Nevett	GB15	The GB performs five primary functions as set out in the NPPF. The site fulfils most of these functions including preventing urban sprawl, preventing Byfleet and West Byfleet from merging. High density development on brownfield sites should be investigated further.	High density development on brownfield sites should be investigated further.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 10.0, 9.0, 11.0 and 16.0	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Development proposals for West Byfleet will increase the population by 25-35%. This should not be considered without fully understanding the impact on infrastructure and whether it can cope. Existing services should be improved in the first instance. Infrastructure provision should be reviewed in the context of all the sites coming forward and not in isolation. It has not been demonstrated that all potential alternatives have been exhausted before the consideration of West Hall e.g. unused industrial sites Poole Road and Camphill Road are potential sites.	None stated.	The Council has decided through the Core Strategy that the significant unmet need for housing justifies the need to release Green Belt land for housing development. In doing so it is important that development is directed to the most sustainable locations of the Borough. It is within this broad spatial strategy context that sites are allocated for development. To clarify, the Site Allocations DPD proposes to remove 43.5% of the existing Green Belt in the ward of West Byfleet. Excluding site GB23 which will not be developed and will continue to provide open space and sports provision for the Junior and Infant schools, the total amount of Green Belt lost for development in West Byfleet is 37.8% (45ha). Whilst the Council sympathises with the concerns of local residents over the loss of Green Belt, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. With regards to the representation on infrastructure and evidence, this representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 8.0, 20.0 and 24.0	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	No evidence has been provided that West Hall can sustain the level of the development proposed	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Existing schools are at capacity	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0 in particular paragraph 3.8.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Proposals should consider whether there is sufficient infrastructure provision.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Little consideration given to infrastructure to cope with additional pressures	None stated.	The representation regarding infrastructure has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB16	Proposals take little account of the potential impact/pressure on local infrastructure	None stated.	The representation regarding infrastructure has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	It is believed that public utilities-gas, water, electricity, drainage and sewers, are at capacity however there is insufficient information to support this. Information on utilities provision is lacking.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.1, 3.9 and 3.10. The Council will continue to engage with utility providers throughout the preparation of the DPD.	No further modification is proposed as a result of this representation
1264	R.D.S.	Nevett	GB15	Supportive of the high density development approach in urban centres which the Council has adopted but considers that it can be explored further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, 8.0, 9.0, 11.0, 16.0 and 23.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	Traveller sites should be close to schools and services as set out in the Core Strategy and SHLAA, this site is not. There is a lack of supporting infrastructure in the area. The development of a communal building for Travellers will not positively enhance the environment and openness of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	The Core Strategy states that it is key that most new development is concentrated in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport. Following a thorough assessment against all reasonable and deliverable alternatives, this site is considered to be suitable for additional Traveller pitches on what is an existing Traveller site. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation

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						<p>The Council fully acknowledge the existing public transport provision in the local area. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p> <p>The proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes design requirements that will ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the character and landscape setting of the area. The site will also remain within the Green Belt and therefore the design and layout of the proposed allocation will have to be in general conformity with the relevant policies of the NPPF and Core Strategy.</p>	
824	Emma	Newman-Forrester	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	<p>All of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.</p> <p>It is also worth noting that Ten Acre Farm is an existing Traveller site with no reported management or health and safety issues. In following the sequential approach to site selection, after looking for suitable sites in the urban area, the Council will first consider whether legally established sites in the Green Belt have capacity to expand without significant adverse impacts on the environment before new sites in the Green Belt are considered. This approach is in line with the sustainability objectives of the SA Report, the requirements of the Core Strategy, the NPPF and the advice in the Green Belt boundary review.</p> <p>The County Highways Authority has raised no highways objection to the proposed development on the site. Nevertheless the Council will highlight the lack of footpaths to the County Council to see if the existing situation can be improved for existing and future residents.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	<p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.</p> <p>Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	<p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.</p> <p>Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	<p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14</p>	No further modification is proposed as a result of this representation

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						<p>there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.</p> <p>Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p>	
824	Emma	Newman-Forrester	GB11	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	<p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.</p> <p>Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	<p>The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008.</p> <p>Business use on the site would result in noise, traffic and nuisance to residents which is also out of keeping with the amenity and character of the immediate area.</p>	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site is adjacent to Smarts Heath Common SSSI and Hoe Stream SNCI and would have an adverse impact on two environmentally sensitive sites that form the boundary of the land.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	<p>The Council agrees with the above, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers.</p> <p>The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as biodiversity are fully assessed and where necessary mitigation measures identified to address adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation

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824	Emma	Newman-Forrester	GB11	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the character of the local area or local environment.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 19.0. In addition, other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 4.0, paragraph 4.3	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	There are significant development proposals in Guildford. The Guildford DPD has not been disclosed to Woking or Mayford residents. These developments will also increase traffic in the local area and the network will be gridlocked.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and Section 3.0. The Council has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
824	Emma	Newman-Forrester	GB8	Significant developments are planned to take place in Guildford which will have a significant negative impact on traffic through Mayford.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and Section 3.0. The Council has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Significant developments are planned to take place in Guildford which will have a significant negative impact on traffic through Mayford.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and Section 3.0. The Council has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Significant developments are planned to take place in Guildford which will have a significant negative impact on traffic through Mayford.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and Section 3.0. The Council has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
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824	Emma	Newman-Forrester	GB8	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation

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				pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.			
824	Emma	Newman-Forrester	GB10	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
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824	Emma	Newman-Forrester	GB11	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation

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824	Emma	Newman-Forrester	GB10	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density. The development of the site would be contrary to the Council's SHLAA 2014.	The site should not be included in the DPD.	In accordance with national planning policy the availability of land is a significant consideration that the Council has to take into account. Footnote 11 and 12 of the NPPF is clear to emphasise that to be considered deliverable, sites should be available. This is necessary to ensure that any land that is identified for development has a realistic prospect of coming forward for the anticipated nature and type of development at the time that it is needed. As with all of the sites identified within the DPD, the Council has sought confirmation from the landowner that the site is available for development. The landowner has confirmed that the site is available and therefore has been considered within the Site Allocations DPD. As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	Other sites identified in the Green Belt Boundary Review for Traveller accommodation have been omitted from the DPD.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and Section 4.0, paragraph 4.11	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site is partly within Flood Zone 3 and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential	The removal of GB7 Ten Acre	A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of	No further modification is proposed as a result

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				uses until the land has been properly decontaminated.	Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	of this representation
824	Emma	Newman-Forrester	GB7	Sequential approach has not been undertaken - The council has chosen to set aside the GBR recommendations, selecting the lowest priority rating of 4b when proposing to expand the existing site at Ten Acre Farm by up to twelve additional pitches. No independently verified evidence has been produced to demonstrate that Woking Council has exhausted Brownfield sites for Traveller site development in its Plan, nor as to why sites identified in the Council's Green Belt Review as available and viable have not been included, whilst sites specifically excluded (Ten Acre Farm, Smarts Heath Road) and Five Acres (Brookwood Lye) are the ONLY sites put forward.	The DPD uses the term from the GBR of 'intensification' of Ten Acre Farm which is incorrect. The TTA term of 'expansion' is the correct term for the DPD proposal.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, Section 9.0, Section 11.0 and Section 17.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9 and Section 4.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy	No further modification is proposed as a result of this representation

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						Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	
824	Emma	Newman-Forrester	GB11	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Mayford Local Centre has little supporting infrastructure and without a vehicle, future residents will be isolated from services.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Mayford Local Centre has little supporting infrastructure and without a vehicle, future residents will be isolated from services.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Mayford Local Centre has little supporting infrastructure and without a vehicle, future residents will be isolated from services.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						of this infrastructure will further support the daily needs of local people.	
824	Emma	Newman-Forrester	GB11	Mayford Local Centre has little supporting infrastructure and without a vehicle, future residents will be isolated from services.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>The Transport Assessment also acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>The Transport Assessment also acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with</p>	No further modification is proposed as a result of this representation

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						the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	
824	Emma	Newman-Forrester	GB10	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>The Transport Assessment also acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>The Transport Assessment also acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result

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				Acre Farm as a Traveller site.			of this representation
824	Emma	Newman-Forrester	GB10	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB7	The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD for the reasons stated above.	<p>Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>The impact on local character has been addressed in the Council's Issues and Matters Topic Paper. See Section 19.0. In addition, other development plan policies such as Policy CS21: Design and CS6: Green Belt of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.</p> <p>The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.</p> <p>The representation regarding the planning history of the site and the openness of the Green Belt has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3.</p>	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB11	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB8	Worplesdon Station is inaccessible by foot.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB9	Worplesdon Station is inaccessible by foot.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
824	Emma	Newman-Forrester	GB10	Worplesdon Station is inaccessible by foot.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation

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824	Emma	Newman-Forrester	GB11	Worplesdon Station is inaccessible by foot.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
106	Gemma	Newsham	UA28	Main concern is parking. There is currently inadequate parking for flats in Ash Road. New properties here will make the situation worse	None stated.	The Council has adopted parking standards and will ensure that development is served by appropriate level of parking, taking into account local circumstances.	No further modification is proposed as a result of this representation
106	Gemma	Newsham	UA28	Asks if the gardens are lost, will these be reprovided elsewhere in the form of communal gardens for residents?	None stated.	It is anticipated that the existing businesses will be relocated. However, as highlighted in the proposal, the site offers an opportunity to provide an element of retail and community development to enhance the rather dispersed provision currently in the Mayford area.	No further modification is proposed as a result of this representation
106	Gemma	Newsham	UA29	Main concern is parking. There is currently inadequate parking for flats in Ash Road. New properties here will make the situation worse	None stated.	The Council has adopted parking standards and will ensure that development is served by appropriate level of parking, taking into account local circumstances.	No further modification is proposed as a result of this representation
106	Gemma	Newsham	UA29	Asks if the gardens are lost, will these be reprovided elsewhere in the form of communal gardens for residents?	None stated.	It is anticipated that the existing businesses will be relocated. However, as highlighted in the proposal, the site offers an opportunity to provide an element of retail and community development to enhance the rather dispersed provision currently in the Mayford area.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The site does not have the supporting infrastructure, particularly easy access to schools and local facilities (shops, medical facilities and employment) to support a Traveller site, with regard to the Core Strategy and SHLAA.	The site should be removed from the DPD for the reasons stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Traveller sites should provide visual and acoustic privacy, and characteristics sympathetic to the local environment. Due to public use of Smarts Heath Common there is no visual privacy, the proximity of the main railway line means it is unlikely that acoustic barriers would alleviate noise pollution, and the approved 'lorry route' on the B380 would add to this. There is no footpath of the ten Acre Farm side of the road, so children would have to cross the road to reach a footpath.	The site should be removed from the DPD for the reasons stated.	All of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. It is also worth noting that Ten Acre Farm is an existing Traveller site with no reported management or health and safety issues. In following the sequential approach to site selection, after looking for suitable sites in the urban area, the Council will first consider whether legally established sites in the Green Belt have capacity to expand without significant adverse impacts on the environment before new sites in the Green Belt are considered. This approach is in line with the sustainability objectives of the SA Report, the requirements of the Core Strategy, the NPPF and the advice in the Green Belt boundary review. The County Highways Authority has raised no highways objection to the proposed development on the site. Nevertheless the Council will highlight the lack of footpaths to the County Council to see if the existing situation can be improved for existing and future residents.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The additional traveller pitches would present a serious risk to children from the Hoe stream. Debris in the river as a result of additional occupiers or business activity would add to the likelihood of uncontrolled flooding.	The site should be removed from the DPD for the reasons stated.	Ten Acre Farm is a functional established Traveller site with no significant recorded management issues. The Council will continue to work closely with the operators of the site to make sure that it continues to be effectively managed. There is no evidence to suggest that increasing the number of Traveller pitches on the site would result in an increase in water pollution to the Hoe Stream. This representation regarding flooding has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the	No further modification is proposed as a result of this representation

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						purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	
1050	Amanda	Newton	GB9	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The owner/ occupier continues to seek planning approval for his own residential use. The Green Belt Review states the site's low existing use value means it is likely to be economic viable at a low density.	The site should be removed from the DPD for the reasons	In accordance with national planning policy the availability of land is a significant consideration that the Council has to take into account. Footnote 11 and 12 of the NPPF is clear to emphasise that to be considered deliverable, sites should be available. This is necessary to ensure that any land that is identified for development has a realistic prospect of coming forward for the anticipated nature and type of development at the time that it is needed. As with	No further modification is proposed as a result of this representation

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					stated.	<p>all of the sites identified within the DPD, the Council has sought confirmation from the landowner that the site is available for development. The landowner has confirmed that the site is available and therefore has been considered within the Site Allocations DPD.</p> <p>As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.</p>	
1050	Amanda	Newton	GB7	Gypsy and Traveller sites are essentially residential and those living there are entitled to a peaceful and enjoyable environment. Draft DCLG guidance on site management states that residents should be discouraged from working from their residential pitches and not normally be allowed to work elsewhere on site. Woking Core Strategy Policy H (?) outlines that sites should positively enhance the environment and increase openness. Inclusion of business use would inflict a small scale industrial estate with associated noise, traffic and nuisance to residents in the road, and is out of keeping with the amenity and character of the immediate area.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Any proposal that will have an adverse impact on environmentally sensitive sites that cannot be adequately mitigated will be refused. The site has a boundary with a SSSI at Smarts Heath Common and How Stream SNCI. An extended Traveller site would have an adverse impact on two environmentally sensitive sites.	The site should be removed from the DPD for the reasons stated.	<p>The Council agrees with the above, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers.</p> <p>The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as biodiversity are fully assessed and where necessary mitigation measures identified to address adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area.</p>	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Where a site is isolated from local facilities and is large enough to contain a diverse community of residents rather than one extended family, provision of a communal building is recommended. Such a building, if located towards the front of the site as recommended, will not positively enhance the environment, increase its openness or respect or make a positive contribution to the street scene and character of the area.	The site should be removed from the DPD for the reasons stated.	<p>The Core Strategy states that it is key that most new development is concentrated in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport. Following a through assessment against all reasonable and deliverable alternatives, this site is considered to be suitable for additional Traveller pitches on what is an existing Traveller site.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Council fully acknowledge the existing public transport provision in the local area. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						The proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes design requirements that will ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the character and landscape setting of the area. The site will also remain within the Green Belt and therefore the design and layout of the proposed allocation will have to be in general conformity with the relevant policies of the NPPF and Core Strategy.	
1050	Amanda	Newton	GB8	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Outlines the positive contribution to visual amenity, character and local environments and that sites should not have unacceptable adverse impact on these set out in the Core Strategy Policies CS14, 21 and 24. Smarts Heath Road is a residential road of 22 houses including two 16th century Grade Two listed buildings, leading directly through Smarts Heath Common to open countryside.	The site should be removed from the DPD for the reasons stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 19.0. In addition, other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Traveller sites are concentrated in Mayford and Brookwood Lye, providing a major contribution to the Traveller community. There is no justification for further expansion in Mayford.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The proposal is inappropriate development in the Green Belt, contrary to Core Strategy Policy CS6 and section 9 of the NPPF. These set out limited circumstances where development is considered appropriate in the Green Belt.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 4.0, paragraph 4.3	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1050	Amanda	Newton	GB10	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Infrastructure, Services and Cost: the site does not have adequate infrastructure in line with Policy CS14, as it has no surface water or storm water drainage, no main sewer, a driveway that does not conform to current 'emergency vehicle' requirements, no water hydrant, site lighting, mains gas and minimal connection to water and electricity.	The site should be removed from the DPD for the reasons stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	General	Proposed development in Guildford, specifically the football club at Salt Box Road and 1,000 homes around an expanded Slyfield Industrial Estate has not been disclosed to Woking residents. Traffic movements from this development will lead to significant traffic movements and inevitable gridlock.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 24.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Proposed development in Guildford, specifically the football club at Salt Box Road and 1,000 homes around an expanded Slyfield Industrial Estate has not been disclosed to Woking residents. Traffic movements from this development will lead to significant traffic movements and inevitable gridlock.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 24.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Proposed development in Guildford, specifically the football club at Salt Box Road and 1,000 homes around an expanded Slyfield Industrial Estate has not been disclosed to Woking residents. Traffic movements from this development will lead to significant traffic movements and inevitable gridlock.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 24.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Proposed development in Guildford, specifically the football club at Salt Box Road and 1,000 homes around an expanded Slyfield Industrial Estate has not been disclosed to Woking residents. Traffic movements from this development will lead to significant traffic movements and inevitable gridlock.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 24.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Proposed development in Guildford, specifically the football club at Salt Box Road and 1,000 homes around an expanded Slyfield Industrial Estate has not been disclosed to Woking residents. Traffic movements from this development will lead to significant traffic movements and inevitable gridlock.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 24.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Successive Planning Inspectors have refused residential applications on this site because it would reduce the openness of a Green Belt area.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation

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1050	Amanda	Newton	GB9	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0	No further modification is proposed as a result of this representation

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				constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.			
1050	Amanda	Newton	GB10	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.		sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	
1050	Amanda	Newton	GB8	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Outlines an extract from the Green Belt Review 2014 stating that if availability has not been established with landowners, that sites are not considered further for Gypsy and Traveller use. Residents understand that Mr Lee, the owner/ occupier of Ten Acre Farm has not confirmed availability and therefore the site should be removed from the DPD.	The site should be removed from the DPD for the reasons stated.	In accordance with national planning policy the availability of land is a significant consideration that the Council has to take into account. Footnote 11 and 12 of the NPPF is clear to emphasise that to be considered deliverable, sites should be available. This is necessary to ensure that any land that is identified for development has a realistic prospect of coming forward for the anticipated nature and type of development at the time that it is needed. As with all of the sites identified within the DPD, the Council has sought confirmation from the landowner that the site is available for development. The landowner has confirmed that the site is available and therefore has been considered within the Site Allocations DPD. As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Questions why several sites identified to meet future need for pitches in the Green Belt Review (Murrays Lane, W. Byfleet; Land off New Lane, Sutton Green; land to the west of West Hall, W. Byfleet; and land south of High Street, Byfleet) have been omitted from the DPD with no explanation other than "it is easier to expand existing sites in the Green Belt" as stated by a planning officer at the Mayford Community Engagement meeting on 6 July 2015.	The site should be removed from the DPD for the reasons stated, and alternative sites identified in the Green Belt Review (Murrays Lane, W. Byfleet; Land off New Lane, Sutton Green; land to the west of West Hall, W. Byfleet; and land south of High Street,	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and Section 4.0, paragraph 4.11	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					By(fleet) explored.		
1050	Amanda	Newton	GB7	Pitches would have to be raised clear of any flood risk. Quotes cost of similar sites. The costs of preparation of Ten Acre Farm as a Traveller site is likely to be in excess of £1.5 million.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	Risk of flooding: The Council states in the DPD that it will not allocate sites or grant planning permission for additional pitches in the functional floodplain (Flood Zone 3a). The Traveller Accommodation Assessment states that future expansion could be explored subject to overcoming any flooding issues. As 10% of the rear of the site is in Flood Zone 3 and a further 15% in Flood Zone 2, proposed pitches would be pushed closer to the road frontage, with unacceptable adverse impacts on visual amenity, openness and character.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The Green Belt Review rejected the site due to concerns over contamination, also detailed in the DPD. Contamination can be prohibitively expensive to remedy and should only be considered where financially viable. In its current potentially contaminated state Ten Acre Farm is unacceptable as an expanded traveller site. Only where land has been properly decontaminated should development be considered.	The site should be removed from the DPD for the reasons stated.	A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. In some cases the proposed development would also offer a means to address the historic contamination issues on the site.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	A sequential approach must be taken to identify sites for allocation, and the Green Belt Review sets out the order, as stated in the response. The Council's Traveller Accommodation Assessment (TAA) states the site and immediate surroundings could be explored for future expansion to accommodate additional pitches, and states that 'expansion' is the correct term for the DPD due to the intention of the site to be used for the current occupier's family. Objects to the DPD's use of the term 'intensification'.	The site should be removed from the DPD for the reasons stated. The DPD uses the term from the GBR of 'intensification' of Ten Acre Farm which is incorrect. The TTA term of 'expansion' is the correct term for the DPD proposal.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper Section 4.0.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	There is a presumption against such development unless very special circumstances are demonstrated. Unmet demand does not constitute very special circumstances and is unlikely to outweigh harm to the Green Belt, re-emphasised by the Secretary of State. Therefore even if the Council can not demonstrate a five year supply of Traveller sites, this need would not outweigh the harm to the Green Belt by reason of inappropriateness.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9 and Section 4.0.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1050	Amanda	Newton	GB7	The Council has set aside the Green Belt Review's recommendations by selecting the lowest priority rating of 4b in proposing the expansion of the site by up to 12 additional pitches. No independently verified evidence shows the Council has exhausted brownfield sites for Traveller development, nor why sites identified as available and viable in the Green Belt Review have not been included, whilst sites excluded (this site and Five Acres, Brookwood Lye) are the only sites put forward.	The site should be removed from the DPD for the reasons stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The site's inclusion as an extended Traveller site is contrary to the Council's own Strategic Land Accommodation Assessment. The site should not be included in the DPD.	The site should be removed from the DPD for the reasons stated.	As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				are ignored.			
1050	Amanda	Newton	GB10	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB7	The site was granted permission for 5 caravans for one family in 1987. It was never envisaged that the site would be expanded outside of the current occupier's immediate family.	The site should be removed from	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, in particular paragraph 4.3 and 4.8.	No further modification is proposed as a result of this representation

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				For twelve new pitches meeting the government practice guidance on designing Gypsy and Traveller sites, there will be unacceptable adverse impacts on the visual amenity, openness, character and appearance of the area, and the local environment, and will not positively increase the openness of the area, nor the rural street scene.	the DPD for the reasons stated.	It is important to note, the Designing Gypsy and Traveller Sites' 2008 guidance does recommend a maximum of 15 pitches per site to ensure a comfortable living environment and also allows for easy management. Nevertheless, the maximum of 15 pitches per site is guidance and is not a prescribed limit. The Council is aware of other Gypsy and Traveller sites in adjoining boroughs and elsewhere in the country which exceed this recommended limit, where there is no known amenity issues or management issues. Please note that Development Plan Policies, including those in the Core Strategy and emerging Development Management Policies will also need to be met.	
1050	Amanda	Newton	GB7	The site is adjacent to the main railway line so would require significant acoustic barriers.	The site should be removed from the DPD for the reasons stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	The Council openly states that it considers land available for development (e.g. owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	The Council openly states that it considers land available for development (e.g. owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	The Council openly states that it considers land available for development (e.g. owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB8	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB9	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB10	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1050	Amanda	Newton	GB11	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB12	Additional housing cannot be supported without extending infrastructure and local services, losing more Green Belt land. Pyrford village would effectively become a small town, contrary to local wishes. Building on Green Belt gives no consideration for future generations.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Based on the evidence that the Council have, it is satisfied that the proposed sites can be developed without undermining the character of the area.	
1084	Wendy	Newton	GB13	Additional housing cannot be supported without extending infrastructure and local services, losing more Green Belt land. Pyrford village would effectively become a small town, contrary to local wishes. Building on Green Belt gives no consideration for future generations.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area. Based on the evidence, the Council is satisfied that the proposals can be development without significantly undermining the character of the area. The Council has relied on a range of evidence to inform the DPD. Collectively, they support and justifies the allocation of the proposed sites.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB12	Additional traffic, pollution and congestion will increase risks to residents. Coldharbour Road is already busy. Road safety for the school pick up/drop up has to be taken into consideration. There are discrepancies and inconsistencies in the Council's allocations process. This is similar to corporate corruption! How will local services (shops, medical centre, schools, roads) cater for the growing population?	None stated.	The general approach to infrastructure provision to serve the proposals, including schools is comprehensively addressed by Section 3 of the Council's Issues and Matters Topic Paper. The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms. The Council do not see any inconsistency in its decisions. It has carried out a range of studies as detailed in Section 8 of the Council's Issues and Matter Topic Paper, and collectively, the evidence justifies the proposals.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB13	Additional traffic, pollution and congestion will increase risks to residents. Coldharbour Road is already busy. Road safety for the school pick up/drop up has to be taken into consideration. There are discrepancies and inconsistencies in the Council's allocations process. This is similar to corporate corruption! How will local services (shops, medical centre, schools, roads) cater for the growing population?	None stated.	The general approach to infrastructure provision to serve the proposals, including schools is comprehensively addressed by Section 3 of the Council's Issues and Matters Topic Paper. The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB13	Additional traffic, pollution and congestion will increase risks to residents. Coldharbour Road is already busy. Road safety for the school pick up/drop up has to be taken into consideration. There are discrepancies and inconsistencies in the Council's allocations process. This is similar to	None stated.	The general approach to infrastructure provision to serve the proposals, including schools is comprehensively addressed by Section 3 of the Council's Issues and Matters Topic Paper. The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				corporate corruption! How will local services (shops, medical centre, schools, roads) cater for the growing population?		sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	
1084	Wendy	Newton	GB12	I object to building 400+ new houses in Pyrford. I would love to live in Pyrford in the future but do not support this development. Young people will continue to be priced out of the market. If the developments were to be affordable 'starter homes' I would still object, as Pyrford is not the place for this kind of housing, which would compromise the integrity and tranquillity of Pyrford village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The traffic implications of the proposals is addressed in detail in Section 20 of the Council's Issues and Matters Topic Paper. The Council will ensure that any proposal for the development of the sites reflects the range of housing types needs in the area. These are highlighted in Policies CS11 and Cs12 of the Core Strategy.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB13	I object to building 400+ new houses in Pyrford. I would love to live in Pyrford in the future but do not support this development. Young people will continue to be priced out of the market. If the developments were to be affordable 'starter homes' I would still object, as Pyrford is not the place for this kind of housing, which would compromise the integrity and tranquillity of Pyrford village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1084	Wendy	Newton	GB12	People can live elsewhere in built up areas with no Green Belt, trees, local shops, village schools congested roads. Pyrford village is not the correct place to expand for development. It has reached capacity, the community object to this corrupt approach.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2.	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB8	The Garden Centre is operational and a popular venue for local residents. It would be a great loss.	None stated.	Although the Garden Centre may be valued by the community, it is not a defined community facility and cannot be protected in the same manner.	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB9	The Garden Centre is operational and a popular venue for local residents. It would be a great loss.	None stated.	Although the Garden Centre may be valued by the community, it is not a defined community facility and cannot be protected in the same manner.	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB10	The Garden Centre is operational and a popular venue for local residents. It would be a great loss.	None stated.	Although the Garden Centre may be valued by the community, it is not a defined community facility and cannot be protected in the same manner.	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB11	The Garden Centre is operational and a popular venue for local residents. It would be a great loss.	None stated.	Although the Garden Centre may be valued by the community, it is not a defined community facility and cannot be protected in the same manner.	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB8	Mayford resident. The GB is important to local residents who will use the green space e.g. park by Mayford Village Hall for various sports and recreation purposes. It is not right that GB is being explored before brownfield sites. No evidence has been produced to demonstrate that all brownfield sites have been exhausted.	Consider brownfield sites	The Council attaches great importance to the Green Belt and appreciates the multifunctional purpose of it. However, it has to identify specific sites in the Green Belt to address the significant unmet housing need in the Borough which can not be fully accommodated on brownfield sites. In addition, the Council has also identified areas solely for green space and recreation. All proposals will also need to meet the requirements of all other Development Plan policies including CS17 Open Space, Green Infrastructure, sport and recreation. Please also read the Council's Issues and Matters Topic Paper which has comprehensively addressed these points in Section 1.0, Section 3.0, paragraph 3.2 and 3.7, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB9	Mayford resident. The GB is important to local residents who will use the green space e.g. park by Mayford Village Hall for various sports and recreation purposes.	Consider brownfield sites	The Council attaches great importance to the Green Belt and appreciates the multifunctional purpose of it. However, it has to identify specific sites in the Green Belt to address the significant unmet housing need in the Borough which can not be fully accommodated on brownfield sites. In addition, the Council has also identified areas solely for green space and	No further modification is proposed as a result of this representation

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				It is not right that GB is being explored before brownfield sites. No evidence has been produced to demonstrate that all brownfield sites have been exhausted.		recreation. All proposals will also need to meet the requirements of all other Development Plan policies including CS17 Open Space, Green Infrastructure, sport and recreation. Please also read the Council's Issues and Matters Topic Paper which has comprehensively addressed these points in Section 1.0, Section 3.0, paragraph 3.2 and 3.7, Section 11.0 and Section 9.0, paragraph 9.2	
1243	Gemma	Newton	GB10	Mayford resident. The GB is important to local residents who will use the green space e.g. park by Mayford Village Hall for various sports and recreation purposes. It is not right that GB is being explored before brownfield sites. No evidence has been produced to demonstrate that all brownfield sites have been exhausted.	Consider brownfield sites	The Council attaches great importance to the Green Belt and appreciates the multifunctional purpose of it. However, it has to identify specific sites in the Green Belt to address the significant unmet housing need in the Borough which can not be fully accommodated on brownfield sites. In addition, the Council has also identified areas solely for green space and recreation. All proposals will also need to meet the requirements of all other Development Plan policies including CS17 Open Space, Green Infrastructure, sport and recreation. Please also read the Council's Issues and Matters Topic Paper which has comprehensively addressed these points in Section 1.0, Section 3.0, paragraph 3.2 and 3.7, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB11	Mayford resident. The GB is important to local residents who will use the green space e.g. park by Mayford Village Hall for various sports and recreation purposes. It is not right that GB is being explored before brownfield sites. No evidence has been produced to demonstrate that all brownfield sites have been exhausted.	Consider brownfield sites	The Council attaches great importance to the Green Belt and appreciates the multifunctional purpose of it. However, it has to identify specific sites in the Green Belt to address the significant unmet housing need in the Borough which can not be fully accommodated on brownfield sites. In addition, the Council has also identified areas solely for green space and recreation. All proposals will also need to meet the requirements of all other Development Plan policies including CS17 Open Space, Green Infrastructure, sport and recreation. Please also read the Council's Issues and Matters Topic Paper which has comprehensively addressed these points in Section 1.0, Section 3.0, paragraph 3.2 and 3.7, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB8	The GB is fundamental to ensuring Woking, Mayford and Guildford remain separate	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB9	The GB is fundamental to ensuring Woking, Mayford and Guildford remain separate	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB10	The GB is fundamental to ensuring Woking, Mayford and Guildford remain separate	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB11	The GB is fundamental to ensuring Woking, Mayford and Guildford remain separate	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB8	The transport infrastructure is already strained and congested at rush hour. The proposed development will exacerbate traffic problems. Reconsider plans and look further at brownfield sites	None stated.	The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6, Section 9.0, 11.0 and 16.0 The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A320. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage. The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to	No further modification is proposed as a result of this representation

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						<p>support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The representation regarding brownfield sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0, 11.0 and 16.0</p>	
1243	Gemma	Newton	GB9	<p>The transport infrastructure is already strained and congested at rush hour. The proposed development will exacerbate traffic problems. Reconsider plans and look further at brownfield sites</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A320. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The representation regarding brownfield sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0, 11.0 and 16.0</p>	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB10	<p>The transport infrastructure is already strained and congested at rush hour. The proposed development will exacerbate traffic problems. Reconsider plans and look further at brownfield sites</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto Saunders Lane. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate</p>	No further modification is proposed as a result of this representation

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						<p>the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The representation regarding brownfield sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0, 11.0 and 16.0</p>	
1243	Gemma	Newton	GB11	<p>The transport infrastructure is already strained and congested at rush hour. The proposed development will exacerbate traffic problems. Reconsider plans and look further at brownfield sites</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto Saunders Lane. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The representation regarding brownfield sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0, 11.0 and 16.0</p>	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB8	<p>The roads and pedestrian footpaths in Mayford are narrow, this combined with heavy traffic created from proposals including a school, will make the roads unsafe. Particularly along Saunders Lane, single lane bridge.</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB9	<p>The roads and pedestrian footpaths in Mayford are narrow, this combined with heavy traffic created from proposals including a school, will make the roads unsafe. Particularly along Saunders Lane, single lane bridge.</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
1243	Gemma	Newton	GB10	<p>The roads and pedestrian footpaths in Mayford are narrow, this combined with heavy traffic created from proposals including a school, will make the roads unsafe. Particularly along Saunders Lane, single lane bridge.</p>	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1243	Gemma	Newton	GB11	The roads and pedestrian footpaths in Mayford are narrow, this combined with heavy traffic created from proposals including a school, will make the roads unsafe. Particularly along Saunders Lane, single lane bridge.	None stated.	The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0 The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Inappropriate Development in Green Belt - The proposal is, by definition, inappropriate development in the Green Belt contrary to Core Strategy Policy CS6 (Green Belt) and Section 9 (Protecting Green Belt Land) of the National Planning Policy Framework, which set out limited circumstances where development is appropriate within the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper Section 4.0, particularly paragraph 4.2 and 4.3	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Other potential sites - the GBR included as options to meet future need for pitches WOK001 land south of Murrays Lane, West Byfleet (4 pitches) and WOK006 land off New Lane, Sutton Green (3 pitches). There are also sites adjacent to the urban area outside of the Green Belt with capacity to deliver 15 pitches and a mixed and balanced community, land west of West Hall, West Byfleet WGB004a (SHLAAWB019b) and land south of High Road, Byfleet (WGB006a/SHLAABY043). These options have been omitted from the DPD with no explanation other than "it is easier to expand existing sites in the Green Belt", as stated publicly by a planning officer at the Mayford Community Engagement meeting on Monday 6 July 2015.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper see Section 4.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Flood risk - the Council will not allocate sites or grant planning permission for Traveller pitches in the functional floodplain or Flood Zone 3a (DPD). The TAA states this site and its immediate surrounding could be explored for potential for expansion for additional pitches. 10% at the rear of the site is Flood Zone 3, a further 15% is Flood Zone 2. This will push the site closer to the road frontage, with unacceptable adverse impacts on visual amenity, openness and character of the area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Accessibility - Core Strategy and SHLAA state that Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not currently close to schools and it does not have easy access to local facilities. The SHLAA states Ten Acre Farm has average accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is good/average." In reality Mavford has no supporting infrastructure (shops, doctors, dentists, schools, employment opportunities) and poor public transport system (infrequent limited bus services, residents are isolated without a vehicle). For isolated sites, a communal building is also recommended (Designing Gypsy and Traveller sites). If located at the front of the site as recommended this WILL NOT positively enhance the environment or increase its openness, respect the street scene or character of the area.	None stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. With respect to concerns about the character of the area, this has been addressed in the Council's Issues and Matters Topic Paper, Section 19.0. Other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Infrastructure, services and cost - allocated sites must be deliverable (including affordable to intended occupiers) so needs are met. Policy CS14 states "the site should have adequate infrastructure and on-site utilities to service the number of pitches proposed". There is little existing infrastructure at Ten Acre Farm, no surface water or storm	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any	No further modification is proposed as a result of this representation

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				water drainage, no main sewer, driveway that does not meet emergency vehicle requirements, no water hydrant, no site lighting, no mains gas, and minimal connection to water and electricity services. It is adjacent to the main railway line, requiring significant acoustic barriers and would have to be raised clear of flood risk at great cost.		adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	
1343	David	Newton	GB7	Special Circumstances - In the absence of Very Special Circumstances justifying an exception, there is a presumption against such development. Unmet demand does not constitute 'very special circumstances' and is unlikely to outweigh harm to the Green Belt and other harm to constitute very special circumstance justifying inappropriate development in the Green Belt. The previous Government (Brandon Lewis MP Statements) made this clear. The Secretary of State has re-emphasised this to local planning authorities and planning inspectors as a material consideration in their planning decisions. Even if the Council is unable to show a five year supply of Traveller sites, this would not outweigh the harm to the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9 and Section 4.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Additional Health and Safety considerations - Traveller Sites should provide visual and acoustic privacy and be sympathetic to the local environment. When selecting locations for permanent sites, consideration is to be given to the relatively high density of children likely to be on the site. When considering sites adjacent to main roads and railway lines, careful regard must be given to the health and safety of children and others who will live on the site. There is greater noise transference through the walls of trailers and caravans than in conventional housing and need for design measures (for instance noise barriers) to abate impact on quality of life and health. Public use of Smarts Heath Common means no visual privacy on the site. The proximity of the main railway line means is unlikely acoustic barriers would alleviate the noise of trains. The road that borders the site is the B380, the local approved 'lorry' route. There is no footpath on one side so children would have to cross the road to reach one.	None stated.	The Core Strategy provides a robust policy framework to ensure that sure that development proposals avoid any significant harm to the environment and to the amenity of residents. The key requirements also notes specific on site requirements in relation to potential on site pollution including noise. The exact nature of these site specific requirements will be identified through pre-application discussions, informed by relevant technical studies. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Impact on Visual Amenity, Character and Local Environment - Core Strategy Policy CS14 states "The site should not have unacceptable adverse impacts on the visual amenity, character of the area and the local environment". Policy H, paragraph 24b, of the Planning Policy for Traveller Sites (PPFTS) requires sites to 'positively enhance the environment and increase its openness'. Policy CS21 states that the new development 'should respect and make a positive contribution to the street scene and character of the area in which they are situated'. Policy CS24 requires any development proposal should conserve and where possible enhance existing character. Smarts Heath Road is a residential road, including two 16th Century Grade II listed buildings close to Ten Acre Farm, leading directly through Smarts Heath Common onto open countryside. This private Traveller site was granted permission for 5 caravans for one family in 1987 (PLAN/1987/0282). It was never envisaged that this would be expanded outside the occupier's immediate family, who have lived on site and in Smarts Heath Road for many years. Additional pitches will comply with the design principles set out by Government practice guidance, currently 'Designing Gypsy and Traveller sites'. Up to twelve pitches each needing an amenity building, hard standing for a large trailer and touring caravan and two	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. With respect to reference to heritage assets, see Section 19.0. In addition, other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. With respect to the representation regarding the identification of the site to meet future Traveller needs. This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation

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				vehicles WILL have unacceptable adverse impacts on the visual amenity, character of the area and the local environment and WILL NOT positively increase the openness of the area, nor the rural street scene." This will have an adverse impact on the openness, character and appearance of the area, dominating the settled community and reducing the amenity value, contrary to Policies CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.			
1343	David	Newton	GB7	4.Environmentally sensitive Sites - proposals that will adversely impact environmentally sensitive sites and cannot be adequately mitigated will be refused. Ten Acre Farm has four boundaries to Smarts Heath Common, the Hoe Stream (with railway line behind), B380 road, 1 Smarts Heath Road and adjacent nursery land. Smarts Heath Common is a Special Sites of Scientific Interest (SSSI) designated by Bird Life International as an "Important Bird Area". The Hoe Stream is a Site of Nature Conservation Importance (SNCI), a valuable link and habitat corridor for other SNCI sites in the Hoe Valley. Extending this site WOULD adversely impact these sensitive sites.	None stated.	The Council agrees, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as biodiversity are fully assessed and where necessary mitigation measures identified to address adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Additional pitches and related activities may present an increased risk to flooding as development may give rise to hard landscaping, bridging, floating obstructions and other debris in the river.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Business Use - Gypsy and Traveller sites are essentially residential, those living there are entitled to a peaceful and enjoyable environment. Government guidance on site management proposes that working from residential pitches should be discouraged and that residents should not normally be allowed to work elsewhere on site (Designing Gypsy and Traveller Sites, 2008). Yet the DPD states "Potential for inclusion of an element of business use, where this would support residents living and working on site." Core Strategy (policies CS21 and CS24) and PPFTS require sites to 'positively enhance the environment and increase its openness', respect and make positively contribute to the street scene and character of the area, conserve and enhance existing character. Business use would inflict a small-scale industrial estate with associated noise, traffic, nuisance which is out of keeping with the amenity and character of the area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the	No further modification is proposed as a result of this representation

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						purpose of the Green Belt and not undermine the integrity of the escarpment.	
1343	David	Newton	GB9	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	IMPACT - Site Concentration. ALL of Woking's Traveller sites are concentrated in one part of the Borough - Ten Acre Farm, Mayford; Hatchington, Burdeshott Road (one mile from Ten Acre Farm); and Five Acres, Brookwood Lye (three miles from Ten Acre Farm). Mayford already provides a major contribution towards the Traveller Community, further expansion is not justified.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5 The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation

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1343	David	Newton	GB9	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	<p>Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5</p> <p>The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	<p>Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5</p> <p>The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	<p>Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5</p> <p>The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	Successive planning inspectors have refused residential applications on this site as it would reduce the openness of the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0</p> <p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p> <p>In addition, the Council is confident that there are sufficient and robust policies including Core Strategy policy CS24 and a Design SPD to make sure that any proposals for the development take a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated, including the conservation and enhancement of important views.</p> <p>The key requirements also note that proposals should conduct landscape assessment/ecological survey/ tree survey to determine levels of biodiversity and valuable landscape features.</p> <p>Please also see the Council's Issues and Matters Topic Paper. See Section 23.0.</p>	No further modification is proposed as a result of this representation
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						<p>In addition, the Council is confident that there are sufficient and robust policies including Core Strategy policy CS24 and a Design SPD to make sure that any proposals for the development take a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated, including the conservation and enhancement of important views.</p> <p>The key requirements also note that proposals should conduct landscape assessment/ecological survey/ tree survey to determine levels of biodiversity and valuable landscape features.</p> <p>Please also see the Council's Issues and Matters Topic Paper. See Section 23.0.</p>	
1343	David	Newton	GB10	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0</p> <p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p> <p>In addition, the Council is confident that there are sufficient and robust policies including Core Strategy policy CS24 and a Design SPD to make sure that any proposals for the development take a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated, including the conservation and enhancement of important views.</p> <p>The key requirements also note that proposals should conduct landscape assessment/ecological survey/ tree survey to determine levels of biodiversity and valuable landscape features.</p> <p>Please also see the Council's Issues and Matters Topic Paper. See Section 23.0.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0</p> <p>The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p> <p>In addition, the Council is confident that there are sufficient and robust policies including Core Strategy policy CS24 and a Design SPD to make sure that any proposals for the development take a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated, including the conservation and enhancement of important views.</p> <p>The key requirements also note that proposals should conduct landscape assessment/ecological survey/ tree survey to determine levels of biodiversity and valuable landscape features.</p> <p>Please also see the Council's Issues and Matters Topic Paper. See Section 23.0.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1343	David	Newton	GB8	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0</p> <p>In addition, during the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Nevertheless, the Council recognise that individual sites can provide important habitats for local wildlife.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0</p> <p>In addition, during the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Nevertheless, the Council recognise that individual sites can provide important habitats for local wildlife.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	No further modification is proposed as a result of this representation
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1343	David	Newton	GB11	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0</p> <p>In addition, during the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Nevertheless, the Council</p>	No further modification is proposed as a result of this representation

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						recognise that individual sites can provide important habitats for local wildlife. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.	
1343	David	Newton	GB8	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Nevertheless this site will require a detailed Flood Risk Assessment as a key requirement to assess and address any site specific flooding issues.	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Nevertheless this site will require a detailed Flood Risk Assessment as a key requirement to assess and address any site specific flooding issues.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Nevertheless this site will require a detailed Flood Risk Assessment as a key requirement to assess and address any site specific flooding issues.	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Nevertheless this site will require a detailed Flood Risk Assessment as a key requirement to assess and address any site specific flooding issues.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4.	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4.	No further modification is proposed as a result of this representation

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				done to the Green Belt by inappropriate development.			
1343	David	Newton	GB11	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	No independently verified evidence produced to demonstrate the Council has exhausted brownfield sites for Traveller site development or why sites identified in the Green Belt Review as available and viable have not been included, whilst sites specifically excluded (Ten Acre Farm and Five Acres) are the ONLY sites put forward.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	SITE IS NOT SUITABLE - SHLAA noted a number of physical and environmental problems with this site: 1. Contaminated Land - in the GBR sites (such as Ten Acre Farm) were REJECTED as a Traveller site due to concerns over land contamination. Designing Gypsy and Traveller Sites says sites must not be located on contaminated land. Land must be decontaminated by approved contractors to ensure housing development could take place. This can be prohibitively expensive and should be considered only where financially viable from the outset. Ten Acre Farm is unacceptable for expansion for this reason.	None stated.	A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
1343	David	Newton	GB7	SITE SELECTION - A sequential approach must be taken to identify suitable sites for allocation, with sites in the urban area being considered before those in the Green Belt. The GBR (Green Belt Review) recommends a priority order. The Traveller Accommodation Assessment (TAA) states "the site and its immediate surrounding could be explored for its potential for future expansion to accommodate additional pitches". The DPD uses the term from the GBR of 'intensification' of Ten Acre Farm which is incorrect. The TAA term of 'expansion' is the correct term for the DPD proposal. It was never envisaged that this Traveller site would be expanded outside the occupier's immediate family. The Council has chosen to set aside the GBR recommendations, selecting the lowest priority rating when proposing to expand the existing site at Ten Acre Farm by up to twelve additional pitches.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation

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						Please also refer to the Council's Issues and Matters Topic Paper Section 19.0 and paragraph 7.5	
1343	David	Newton	GB9	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	<p>Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Please also refer to the Council's Issues and Matters Topic Paper Section 19.0 and paragraph 7.5</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Please also refer to the Council's Issues and Matters Topic Paper Section 19.0 and paragraph 7.5</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Please also refer to the Council's Issues and Matters Topic Paper Section 19.0 and paragraph 7.5</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Please also refer to the Council's Issues and Matters Topic Paper Section 19.0 and paragraph 7.5</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to	No further modification is proposed as a result of this representation

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						<p>travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0.</p>	
1343	David	Newton	GB9	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy</p>	No further modification is proposed as a result of this representation

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						access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	
1343	David	Newton	GB9	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over 30 minutes. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation

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1343	David	Newton	GB7	Object to expansion of Ten Acre Farm by up to 12 Traveller pitches as the site not currently deliverable. If letters sent to confirm availability with landowners have not established them as available, they have not been included in the assessment. If the landowner identified a site as not available, then the site is not considered further for Gypsy and Traveller use (WBC Green Belt Review 2014 - GBR). Woking Borough Council (WBC) approached Mr Lee, owner/occupier of Ten Acre Farm to ask if the site was available. Residents understand that the site is not available and that Mr Lee has not, to date, confirmed availability. With no written confirmation of availability, the site must be removed from the DPD. The owner/occupier continues to seek planning approval for his own residential use. The site has a low existing use value and residential development is likely to be economically viable at a low density (GBR). The Council is acting contrary to its own Strategic Land Accommodation Assessment 2014 (SHLAA) by including Ten Acre Farm as an extended Traveller site. The site should not be included in the DPD.	Do not include this site in the DPD.	In accordance with national planning policy the availability of land is a significant consideration that the Council has to take into account. Footnote 11 and 12 of the NPPF is clear to emphasise that to be considered deliverable, sites should be available. This is necessary to ensure that any land that is identified for development has a realistic prospect of coming forward for the anticipated nature and type of development at the time that it is needed. As with all of the sites identified within the DPD, the Council has sought confirmation from the landowner that the site is available for development. The landowner has confirmed that the site is available and therefore has been considered within the Site Allocations DPD. As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
1343	David	Newton	GB8	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1343	David	Newton	GB9	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1343	David	Newton	GB10	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1343	David	Newton	GB11	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	The release of these sites from the Green Belt has been done in an inconsistent manner. The Green Belt assesses the sites as being unsuitable for release, and site GB13 being considered particularly sensitive due to the open, exposed nature of the site, and it being described as an 'Escarpment and Rising Ground of Landscape Importance'.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0, 21.0 and 23.0.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				Loss of these landscape features and development of the proposed scale would have a significant impact on the rural character and setting of the village.			
1387	Neil	Newton	GB13	The release of these sites from the Green Belt has been done in an inconsistent manner. The Green Belt assesses the sites as being unsuitable for release, and site GB13 being considered particularly sensitive due to the open, exposed nature of the site, and it being described as an 'Escarpment and Rising Ground of Landscape Importance'. Loss of these landscape features and development of the proposed scale would have a significant impact on the rural character and setting of the village.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0, 21.0 and 23.0.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Accepts there is a housing crisis that can only be resolved by building, but we have the responsibility to choose the right sites to build on. The degree and nature of change proposed in Pyrford will have a massive adverse affect on Pyrford's and surrounding communities.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 3.0, 9.0, 21.0 and 23.0.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB13	Accepts there is a housing crisis that can only be resolved by building, but we have the responsibility to choose the right sites to build on. The degree and nature of change proposed in Pyrford will have a massive adverse affect on Pyrford's and surrounding communities.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 3.0, 9.0, 21.0 and 23.0.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Objects to the proposals. The village is a community where people want to live largely due to the pleasant environment, its uniqueness and relatively unspoilt surrounding countryside.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure. Also see Section 7.0 of the Council's Issues and Matters Topic Paper on Landscape and Heritage.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB13	Objects to the proposals. The village is a community where people want to live largely due to the pleasant environment, its uniqueness and relatively unspoilt surrounding countryside.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure. Also see Section 7.0 of the Council's Issues and Matters Topic Paper on Landscape and Heritage.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	There are significant safety, infrastructure and wildlife issues to be considered. Particularly, how can the area sustain the additional volume of traffic. Roads are narrow and congested at the moment, particularly at school drop off and pick up times. Parking for school parents is also a serious problem and safety issue for children.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper, Section 3.0. During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless this site will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1387	Neil	Newton	GB13	There are significant safety, infrastructure and wildlife issues to be considered. Particularly, how can the area sustain the additional volume of traffic. Roads are narrow and congested at the moment, particularly at school drop off and pick up times. Parking for school parents is also a serious problem and safety issue for children.	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper, Section 3.0. During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless this site will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Questions how local infrastructure (schools, nurseries, classes and halls, and also sewerage systems, gas, water and electricity supplies) will cope with the increased numbers. They are not designed to cope with the additional volumes of people and are already struggling. Where are children going to play when they are not at school?	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraphs 3.8, 3.9, 3.10 and 3.11. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p>	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB13	Questions how local infrastructure (schools, nurseries, classes and halls, and also sewerage systems, gas, water and electricity supplies) will cope with the increased numbers. They are not designed to cope with the additional volumes of people and are already struggling. Where are children going to play when they are not at school?	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraphs 3.8, 3.9, 3.10 and 3.11. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p>	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Questions the impact on local nature and wildlife, trees, birds and protected species like badgers. Stripping hedgerows can only add to decreasing numbers of small birds and bees. The Council should reconsider its plan and find a better solution for the future.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless this site will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the</p>	No further modification is proposed as a result of this representation

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						<p>Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1387	Neil	Newton	GB13	Questions the impact on local nature and wildlife, trees, birds and protected species like badgers. Stripping hedgerows can only add to decreasing numbers of small birds and bees. The Council should reconsider its plan and find a better solution for the future.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless this site will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Pyrford is unique due to its historic buildings and conservation areas. The removal of Green Belt status for these field sites will cause irreparable damage to these assets.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 19.0.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB13	Pyrford is unique due to its historic buildings and conservation areas. The removal of Green Belt status for these field sites will cause irreparable damage to these assets.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 19.0.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB12	Questions the impact on local traffic and roads and asks whether traffic modelling has been done to identify impacts. States they will only shown bottlenecks and more queuing at the new Newark bridges and lights. Asks what the cost of extensive road widening and rebuilding will be to Council tax payers.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1387	Neil	Newton	GB13	Questions the impact on local traffic and roads and asks whether traffic modelling has been done to identify impacts. States they will only shown bottlenecks and more queuing at the new Newark bridges and lights. Asks what the cost of extensive road widening and rebuilding will be to Council tax payers.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1468	Pauline	Newton	GB12	Questions whether sufficient consideration has been given to the type of housing needed in the area. Housing for young people, who have grown up in Pyrford and cannot afford the escalating property prices, and for the elderly is in high demand.	None stated.	This has been considered and is the reason for the requirement of 50% affordable housing on the site (see the list of Key requirements in the draft allocation). Housing mix and types will be considered with regard to Council Policy, at present Core Strategy Policy CS11 Housing Mix and CS13 Older People and Vulnerable Groups.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	Questions whether sufficient consideration has been given to the type of housing needed in the area. Housing for young people, who have grown up in Pyrford and cannot afford the escalating property prices, and for the elderly is in high demand.	None stated.	This has been considered and is the reason for the requirement of 50% affordable housing on the site (see the list of Key requirements in the draft allocation). Housing mix and types will be considered with regard to Council Policy, at present Core Strategy Policy CS11 Housing Mix and CS13 Older People and Vulnerable Groups.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB12	Questions what will happen with the extra pressure put on local services and infrastructure, including gas, electricity, water, sewage, drainage, telecommunications, schools, doctors surgeries and other NHS services, and social services provided by WBC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	Questions what will happen with the extra pressure put on local services and infrastructure, including gas, electricity, water, sewage, drainage, telecommunications, schools, doctors surgeries and other NHS services, and social services provided by WBC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB12	Asks what will happen to our Green Belt, which is crucial in both Surrey and the UK? Soon London will be linked to Surrey, and our green and precious land is being concreted over without sufficient consideration of the consequences. Once it's gone its gone forever.	None stated.	The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. It should be noted that the majority of land in the Borough (over 60%) will continue to be protected as Green Belt.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	Asks what will happen to our Green Belt, which is crucial in both Surrey and the UK? Soon London will be linked to Surrey, and our green and precious land is being concreted over without sufficient consideration of the consequences. Once it's gone its gone forever.	None stated.	The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. It should be noted that the majority of land in the Borough (over 60%) will continue to be protected as Green Belt.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB12	The processes by which WBC have come to conclusions are flawed, unclear and needs further investigation before proposals are discussed further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper, Section 8.0 and 10.0.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	The processes by which WBC have come to conclusions are flawed, unclear and needs further investigation before proposals are discussed further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper, Section 8.0 and 10.0.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB12	Objects to the proposals. Moved to Pyrford in 1984 as it offered the perfect family environment. There have been many developments since then and it is now time to call the expansion of this area to a halt. All the redevelopment, including the current redevelopment of Oakfield School for housing, has produced need for extra classrooms and places at Pyrford School.	None stated.	The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. Infrastructure provision is covered in Section 3.0 of this paper, in particular paragraph 3.8 on school capacity. The reference to intensification, or infill development, within Pyrford is noted. Where this takes place within existing urban areas (particularly in local centres) it is generally supported by the Council's strategy for housing provision, as outlined in Policy CS10 of the Core Strategy, where it accords with other Development Plan policies. However, new homes should be accompanied by adequate local infrastructure, which is in some ways easier to plan for in larger developments than in the smaller scale, incremental development described in this representation.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	Objects to the proposals. Moved to Pyrford in 1984 as it offered the perfect family environment. There have been many developments since then and it is now time to call the expansion of this area to a halt. All the redevelopment, including the current redevelopment of Oakfield School for housing, has produced need for extra classrooms and places at Pyrford School.	None stated.	The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. Infrastructure provision is covered in Section 3.0 of this paper, in particular paragraph 3.8 on school capacity. The reference to intensification, or infill development, within Pyrford is noted. Where this takes place within existing urban areas (particularly in local centres) it is generally supported by the Council's strategy for housing provision, as outlined in Policy CS10 of the Core Strategy, where it accords with other Development Plan policies. However, new homes should be accompanied by adequate local infrastructure, which is in some ways easier to plan for in larger developments than in the smaller scale, incremental development described in this representation.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1468	Pauline	Newton	GB12	No long ago the 'Government' of the day sold off a great deal of Council housing. It is time for the current Government to replace some of that stock in the form of New Towns, instead of taking away our countryside. There is room for housing, but not in Pyrford.	The Government should replace some of the Council housing stock previously sold off in the form of New Towns, instead of taking away our countryside. There is room for housing, but not in Pyrford.	This suggestion is noted and is being taken forward in some locations across the country, to meet demand in those areas. However, this does not negate the need for the Council to meet its housing requirement, as set in the Core Strategy, highlighted at the start of the draft DPD and in Section 1.0 and 2.0 of the Council's Issues and Matters Topic Paper. Furthermore, the Council's evidence suggests that the sites in Pyrford are in sustainable locations when compared against all other reasonable alternatives (see Section 9.0 of the Council's Issues and Matters Topic Paper). The Council also has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	No long ago the 'Government' of the day sold off a great deal of Council housing. It is time for the current Government to replace some of that stock in the form of New Towns, instead of taking away our countryside. There is room for housing, but not in Pyrford.	The Government should replace some of the Council housing stock previously sold off in the form of New Towns, instead of taking away our countryside. There is room for housing, but not in Pyrford.	This suggestion is noted and is being taken forward in some locations across the country, to meet demand in those areas. However, this does not negate the need for the Council to meet its housing requirement, as set in the Core Strategy, highlighted at the start of the draft DPD and in Section 1.0 and 2.0 of the Council's Issues and Matters Topic Paper. Furthermore, the Council's evidence suggests that the sites in Pyrford are in sustainable locations when compared against all other reasonable alternatives (see Section 9.0 of the Council's Issues and Matters Topic Paper). The Council also has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB12	The extra traffic to add to already heavily congested roads at peak times, add to pollution and extend journey times. Additional traffic passing the school will add to the risk of accidents due to bad parking on a narrow road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1468	Pauline	Newton	GB13	The extra traffic to add to already heavily congested roads at peak times, add to pollution and extend journey times. Additional traffic passing the school will add to the risk of accidents due to bad parking on a narrow road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1338	T	Ng	UA46	Queries whether affordable housing percentages take into account onsite provision.	None stated.	Proposals will be required to comply with Core Strategy policy CS12 which sets out affordable housing requirements	No further modification is proposed as a result of this representation
1338	T	Ng	UA46	Concerned that there has been insufficient publicity of the Site Allocation DPD. No one has approached owners of Somerset House in relation to Owen's Court. The delay in receiving the information means less time to scrutinise the details.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1338	T	Ng	UA46	Concerned that the proposals will affect the value of properties within and adjoining the site, and what compensation will be made available. Regeneration should be focussed within the main shopping area. Retail and office do not tend to thrive beyond the main retail area e.g. Commercial use on Goldsworth Road, the Centrium and Guildford Road have a high turnover and this should be considered before adding more space for similar usage.	None stated.	These are detailed matters that will be addressed separately from the planning application. Please see Section 13.0 in the Council's Issues and Matters Topic Paper. The Council has invested in improving the environment within the town centre and understands the value the improvements have and will bring. Mixed use development is encouraged in central locations as these areas offer good access to services and facilities, and also ensure continuous activity and vibrancy within these areas. Please also see Section 16.0	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1338	T	Ng	UA46	Concerned that the proposal for mixed use development on this site. Many office/commercial development in the Town Centre sits empty and proposals for mixed use development may exacerbate problems.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 9.0, 11.0 and 16.0	No further modification is proposed as a result of this representation
1338	T	Ng	UA46	Significant traffic in the area at present (including Station Approach, Oriental Road, White Rose Lane and Heathside Crescent). Has there been any consideration to how additional traffic will be managed- particularly if development proposals are approved for the former St Dunstan's	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access to ensure highway safety. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage. In addition, the key requirement requires that the Transport Assessment should take into account proposed developments in the vicinity of the site.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB7	Objects to the proposed increase in the number of travellers pitches on this land. There are already three traveller sites nearby and Mayford provides a major contribution to the traveller community, and there is no justification for further expansion.	None stated.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB7	National policy states that Green Belt boundaries should only be altered in 'exceptional circumstances'. Housing need, including that of travellers, does not justify the harm done to the Green Belt by inappropriate development.	None stated.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB7	Traveller sites should have adequate amenities, including space for business related activities. Business activities would be out of keeping with the residential character and setting of Smarts Heath Road, with its two listed buildings.	None stated.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB7	Increasing the number of pitches at the site will negatively impact the visual amenity and character of the area, and increase the risk to wildlife at the SSSI (used by Mayford residents for leisure) due to the increased number of domestic animals in close proximity.	None stated.	<p>The allocation of Ten Acres to provide pitches is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. The Council will continue to work with the operators of the site and local stakeholders to ensure an effective</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity	
95	Richard	Nicholas	GB8	Objects to housing at this site, as it will fill in green space, turn Mayford into a suburb of Woking and increase the risk of Woking and Guildford merging, defying the purpose of the Green Belt. There has been no consideration of preserving Mayford as a separate settlement to Woking, nor the impact on the character of the village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB8	There has been no consideration on the impact of Mayford's infrastructure, particularly transport infrastructure. With no plans to upgrade roads nor solutions to deal with existing traffic problems, development will lead to increases in traffic and gridlock. There are safety issues regarding roads without pavements. Worplesdon station will become busier, meaning there may not be sufficient capacity on trains at peak times.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB8	There will be a negative impact on wildlife, with that in developed areas wiped out and increased risks at the protected Smarts and Prey Heaths due to the proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB8	There is no evidence to demonstrate that Woking Council has exhausted brownfield sites for development in its plan. Happy to be represented by the Mayford Village Society.	None stated.	The Council has carried out an assessment of the capacity of brownfield sites in the urban area to meet the development needs of the area. There is not enough brownfield land to meet development needs over the entire plan period. This matter is comprehensively addressed in Section 11 of the Council's Issues and Matters Topic Paper. The justification for the release of Green Belt land to meet development needs is addressed in detail in Sections 1, 2 and 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB9	Objects to housing at this site, as it will fill in green space, turn Mayford into a suburb of Woking and increase the risk of Woking and Guildford merging, defying the purpose of the Green Belt. There has been no consideration of preserving Mayford as a separate settlement to Woking, nor the impact on the character of the village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in	No further modification is proposed as a result of this representation

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						Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	
95	Richard	Nicholas	GB9	There has been no consideration on the impact of Mayford's infrastructure, particularly transport infrastructure. With no plans to upgrade roads nor solutions to deal with existing traffic problems, development will lead to increases in traffic and gridlock. There are safety issues regarding roads without pavements. Worplesdon station will become busier, meaning there may not be sufficient capacity on trains at peak times.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB9	There will be a negative impact on wildlife, with that in developed areas wiped out and increased risks at the protected Smarts and Prey Heaths due to the proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB9	There is no evidence to demonstrate that Woking Council has exhausted brownfield sites for development in its plan. Happy to be represented by the Mayford Village Society.	None stated.	The Council has carried out an assessment of the capacity of brownfield sites in the urban area to meet the development needs of the area. There is not enough brownfield land to meet development needs over the entire plan period. This matter is comprehensively addressed in Section 11 of the Council's Issues and Matters Topic Paper. The justification for the release of Green Belt land to meet development needs is addressed in detail in Sections 1, 2 and 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB10	Objects to housing at this site, as it will fill in green space, turn Mayford into a suburb of Woking and increase the risk of Woking and Guildford merging, defying the purpose of the Green Belt. There has been no consideration of preserving Mayford as a separate settlement to Woking, nor the impact on the character of the village.	None stated.	The issue has been comprehensively covered in the Council's Issues and Matters Topic Paper. See Section 12. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB10	There has been no consideration on the impact of Mayford's infrastructure, particularly transport infrastructure. With no plans to upgrade roads nor solutions to deal with existing traffic problems, development will lead to increases in traffic and gridlock. There are safety issues regarding roads without pavements. Worplesdon station will become busier, meaning there may not be sufficient capacity on trains at peak times.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The traffic and infrastructure of the proposals are comprehensively addressed by Section 3 and 20. The Core Strategy was informed by cumulative transport assessment that takes into account potential developments in nearby areas of the County. More importantly, the proposals include a requirement for detailed transport assessment to assess the transport implications of individual schemes and identify appropriate mitigation measures to address them. The Council will continue to work its neighbours and the County Council to address cross boundary transport problems in the area. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
95	Richard	Nicholas	GB10	There will be a negative impact on wildlife, with that in developed areas wiped out and increased risks at the protected Smarts and Prey Heaths due to the proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB10	There is no evidence to demonstrate that Woking Council has exhausted brownfield sites for development in its plan. Happy to be represented by the Mayford Village Society.	None stated.	The Council has carried out an assessment of the capacity of brownfield sites in the urban area to meet the development needs of the area. There is not enough brownfield land to meet development needs over the entire plan period. This matter is comprehensively addressed in Section 11 of the Council's Issues and Matters Topic Paper. The justification for the release of Green Belt land to meet development needs is addressed in detail in Sections 1, 2 and 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB11	Objects to housing at this site, as it will fill in green space, turn Mayford into a suburb of Woking and increase the risk of Woking and Guildford merging, defying the purpose of the Green Belt. There has been no consideration of preserving Mayford as a separate settlement to Woking, nor the impact on the character of the village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The sites can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. It is not envisaged that based on the evidence the character of the area will be significantly undermined. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB11	There has been no consideration on the impact of Mayford's infrastructure, particularly transport infrastructure. With no plans to upgrade roads nor solutions to deal with existing traffic problems, development will lead to increases in traffic and gridlock. There are safety issues regarding roads without pavements. Worplesdon station will become busier, meaning there may not be sufficient capacity on trains at peak times.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area. The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB11	There will be a negative impact on wildlife, with that in developed areas wiped out and increased risks at the protected Smarts and Prey Heaths due to the proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution	No further modification is proposed as a result of this representation

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						to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	
95	Richard	Nicholas	GB11	There is no evidence to demonstrate that Woking Council has exhausted brownfield sites for development in its plan. Happy to be represented by the Mayford Village Society.	None stated.	The Council has carried out an assessment of the capacity of brownfield sites in the urban area to meet the development needs of the area. There is not enough brownfield land to meet development needs over the entire plan period. This matter is comprehensively addressed in Section 11 of the Council's Issues and Matters Topic Paper. The justification for the release of Green Belt land to meet development needs is addressed in detail in Sections 1, 2 and 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB14	Objects to housing at this site, as it will fill in green space, turn Mayford into a suburb of Woking and increase the risk of Woking and Guildford merging, defying the purpose of the Green Belt. There has been no consideration of preserving Mayford as a separate settlement to Woking, nor the impact on the character of the village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. This matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It not envisaged that the proposals will undermine the physical separation between Mayford and Guildford. This matter is addressed in detail in Section 12 of the Council's Issues and Matter Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB14	There has been no consideration on the impact of Mayford's infrastructure, particularly transport infrastructure. With no plans to upgrade roads nor solutions to deal with existing traffic problems, development will lead to increases in traffic and gridlock. There are safety issues regarding roads without pavements. Worplesdon station will become busier, meaning there may not be sufficient capacity on trains at peak times.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. The Core Strategy and the Development Management Policies DPD has robust policies to ensure that development does not lead to unacceptable pollution that cannot be mitigated.	No further modification is proposed as a result of this representation
95	Richard	Nicholas	GB14	There will be a negative impact on wildlife, with that in developed areas wiped out and increased risks at the protected Smarts and Prey Heaths due to the proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well	No further modification is proposed as a result of this representation

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						as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	
95	Richard	Nicholas	GB14	There is no evidence to demonstrate that Woking Council has exhausted brownfield sites for development in its plan. Happy to be represented by the Mayford Village Society.	None stated.	The Council has carried out an assessment of the capacity of brownfield sites in the urban area to meet the development needs of the area. There is not enough brownfield land to meet development needs over the entire plan period. This matter is comprehensively addressed in Section 11 of the Council's Issues and Matters Topic Paper. The justification for the release of Green Belt land to meet development needs is addressed in detail in Sections 1, 2 and 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1 and 4. Whilst Policy CS6 of the Core Strategy seeks to protect the purpose of the Green Belt, it also commits the Council to release Green Belt land to meet development requirements of the Core Strategy. The proposal is therefore not contrary to Policy CS6 or the NPPF.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The site is partly within Flood Zone 3a and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The justification for releasing Green Land for development and to meet the accommodation needs for Travellers has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1 and 4. Ten Acre Farm is about 3.36ha. 72.05% of the site is in Flood Zone 1. 6.52% in Flood Zone 2 and 5.51% in Flood Zone 3. The Council has carried out a sequential tests to justify the use of the site to meet the accommodation needs of Travellers. Development on the site will be directed to the area of the site with the least risk of flooding, i.e. Flood Zone 1. The is considered an enforceable approach that will be clarified in the allocation. The allocation also includes key requirement to ensure that detailed flood risk assessment is carried out to inform the planning application process for any scheme that will come forward for the delivery of the site. With the specifications set out in the key requirements of the allocation, the Council is satisfied that the site can be developed without significant flood risk to occupiers. It is also not envisaged that the development will exacerbate flood risk elsewhere. The site can be developed with no significant adverse impacts on the visual amenity of the area and nearby residents. There are robust policies in the Core Strategy to ensure that this is achieved,	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The GBR considered other options to meet future need for pitches including WOK001 and WOK006. There are also sites with capacity to deliver 15 pitches each combined (land at West Hall WGB004a/SHLAAB019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	Ten Acre Farm does not have the required accessibility, contrary to Woking Core Strategy and SHLAA. Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not close to facilities, Mayford has no supporting infrastructure, poor public transport, and provision of a communal building would not positively enhance the environment, increase openness or contribute to existing character.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12	Ten Acre Farm is an existing well established Traveller site. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0).	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					pitches from the DPD.		
164	Sukheet	Nicholas	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the character of the local area or local environment. The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD. Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	Ten Acre Farm borders two environmentally sensitive sites. Development will adversely impact these and cannot be adequately mitigated - Smarts Heath Common (Special Sites of Scientific Interest and an "Important Bird Area") and the Hoe Stream (Site of Nature Conservation Importance, linking habitat corridor to other SSSI sites).	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council has a clear objective to protect environmentally sensitive sites, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
164	Sukheet	Nicholas	GB7	The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	It is intended to allocate the site for a business use. The site is allocated to meet the accommodation needs of Travellers. In doing so, the Council need to make sure that the allocation should reflect the extent to which traditional lifestyles can contribute to sustainability. The bullet point will be reworded to clarify this point. The overall justification for the allocation of the site for Travellers accommodation is comprehensively addressed in Section 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density. The development of the site would be contrary to the Council's SHLAA 2014.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	No independently verified evidence demonstrating Woking Council has exhausted brownfield sites for Traveller development or why sites listed in the Green Belt Review as available and viable have not been included whilst others excluded. Ten Acre Farm and Five Acres are the ONLY proposed sites.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against the alternatives considered.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential uses until the land has been properly remediated.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The SHLAA treats all sites in the Green Belt as currently not developable. Green Belt sites will only be released for development through the plan making process. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. Overall, the justification for the release of Green Belt land to meet developments needs of the area is comprehensively addressed in the Council's Issues and	No further modification is proposed as a result of this representation

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						Matters Topic Paper. see Sections 1, 2 and 4.	
164	Sukheet	Nicholas	GB7	Sequential approach has not been undertaken - The council has chosen to set aside the GBR recommendations, selecting the lowest priority rating of 4b when proposing to expand the existing site at Ten Acre Farm by up to twelve additional pitches. No independently verified evidence has been produced to demonstrate that Woking Council has exhausted Brownfield sites for Traveller site development in its Plan, nor as to why sites identified in the Council's Green Belt Review as available and viable have not been included, whilst sites specifically excluded (Ten Acre Farm, Smarts Heath Road) and Five Acres (Brookwood Lye) are the ONLY sites put forward.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against the alternatives considered.	No further modification is proposed as a result of this representation
164	Sukheet	Nicholas	GB7	The TAA suggests the site and its immediate surrounding be explored for potential future expansion. The DPD incorrectly uses the term 'intensification'. This site was never envisaged to be expanded outside Mr Lee's immediate family. The Council has set aside GBR recommendations.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council believes that the expansion of the site to accommodate further pitches is justified. This is comprehensively addressed in the Issues and Matters Topic Paper. See Section 4.	No further modification is proposed as a result of this representation
832	Cathrine	Nicholas	GB10	Do not agree with the release of Green Belt for development. Mayford offers space and trees away from the busy centres of Woking and Guildford.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 21.0.	No further modification is proposed as a result of this representation
832	Cathrine	Nicholas	General	Objecting	None stated.	Objection noted.	No further modification is proposed as a result of this representation
832	Cathrine	Nicholas	GB10	The local roads will not be able to cope with additional traffic or construction traffic	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB8	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1619	Peter, Marjorie	Nicholls	GB9	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB10	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB11	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1619	Peter, Marjorie	Nicholls	GB14	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB8	Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB9	Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1619	Peter, Marjorie	Nicholls	GB10	Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The response to the Mayford Village Society can be found under Representor ID 563.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB11	Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The response to the Mayford Village Society can be found under Representor ID 563.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB14	Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The response to the Mayford Village Society can be found under Representor ID 563.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB7	Additional pitches will reduce the visual amenity and character of the area, increasing risk to wildlife due to domestic animals being in close proximity.	None stated.	Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB8	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB9	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB10	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation

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1619	Peter, Marjorie	Nicholls	GB11	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB14	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB8	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements. Residential development should not commence without the necessary infrastructure in place.	None stated.	The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB9	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements. Residential development should not commence without the necessary infrastructure in place.	None stated.	The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB10	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements. Residential development should not commence without the necessary infrastructure in place.	None stated.	The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB11	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements. Residential development should not commence without the necessary infrastructure in place.	None stated.	The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB14	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	None stated.	The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation

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				Residential development should not commence without the necessary infrastructure in place.			
1619	Peter, Marjorie	Nicholls	GB7	Previous Planning Inspectors have agreed with this view by refusing applications on the site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB7	The proposal will affect the SSSI which is used by Mayford residents.	None stated.	Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB7	The proposals will affect Mayford and Hook Heath because of the increase in traffic. The proposed use will create a disproportionate distribution of Traveller sites in this part of the borough.	None stated.	The representation regarding the increase in traffic has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraphs 3.1 to 3.6. The representation regarding the distribution of Traveller sites in the Borough has been addressed in the Council's Issues and Matters Topic Paper. See Section 22.0.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB8	Strongly object. There are three single lane bridges in the area and they will be unable to handle any additional traffic.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB9	Strongly object. There are three single lane bridges in the area and they will be unable to handle any additional traffic.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB10	Strongly object. There are three single lane bridges in the area and they will be unable to handle any additional traffic.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1619	Peter, Marjorie	Nicholls	GB11	Strongly object. There are three single lane bridges in the area and they will be unable to handle any additional traffic.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any	No further modification is proposed as a result of this representation

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						adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	
1619	Peter, Marjorie	Nicholls	GB14	Strongly object. There are three single lane bridges in the area and they will be unable to handle any additional traffic.	None stated.	<p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p> <p>It should be noted that the proposed allocation of GB14 is for Green Infrastructure purposes and not for development.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Inappropriate Development in Green Belt - The proposal is, by definition, inappropriate development in the Green Belt contrary to Core Strategy Policy CS6 (Green Belt) and Section 9 (Protecting Green Belt Land) of the National Planning Policy Framework, which set out limited circumstances where development is appropriate within the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper Section 4.0, particularly paragraph 4.2 and 4.3	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Other potential sites - the GBR included as options to meet future need for pitches WOK001 land south of Murrays Lane, West Byfleet (4 pitches) and WOK006 land off New Lane, Sutton Green (3 pitches). There are also sites adjacent to the urban area outside of the Green Belt with capacity to deliver 15 pitches and a mixed and balanced community, land west of West Hall, West Byfleet WGB004a (SHLAABW019b) and land south of High Road, Byfleet (WGB006a/SHLAABY043). These options have been omitted from the DPD with no explanation other than "it is easier to expand existing sites in the Green Belt", as stated publicly by a planning officer at the Mayford Community Engagement meeting on Monday 6 July 2015.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Flood risk - the Council will not allocate sites or grant planning permission for Traveller pitches in the functional floodplain or Flood Zone 3a (DPD). The TAA states this site and its immediate surrounding could be explored for potential for expansion for additional pitches. 10% at the rear of the site is Flood Zone 3, a further 15% is Flood Zone 2. This will push the site closer to the road frontage, with unacceptable adverse impacts on visual amenity, openness and character of the area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.10	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Accessibility - Core Strategy and SHLAA state that Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not currently close to schools and it does not have easy access to local facilities. The SHLAA states Ten Acre Farm has average accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is good/average." In reality Mavford has no supporting infrastructure (shops, doctors, dentists, schools, employment opportunities) and poor public transport system (infrequent limited bus services, residents are	None stated.	<p>It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation

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				isolated without a vehicle). For isolated sites, a communal building is also recommended (Designing Gypsy and Traveller sites). If located at the front of the site as recommended this WILL NOT positively enhance the environment or increase its openness, respect the street scene or character of the area.		With respect to concerns about the character of the area, this has been addressed in the Council's Issues and Matters Topic Paper, Section 19.0. Other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	
331	Martin	Nichols	GB7	Infrastructure, services and cost - allocated sites must be deliverable (including affordable to intended occupiers) so needs are met. Policy CS14 states "the site should have adequate infrastructure and on-site utilities to service the number of pitches proposed". There is little existing infrastructure at Ten Acre Farm, no surface water or storm water drainage, no main sewer, driveway that does not meet emergency vehicle requirements, no water hydrant, no site lighting, no mains gas, and minimal connection to water and electricity services. It is adjacent to the main railway line, requiring significant acoustic barriers and would have to be raised clear of flood risk at great cost.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Special Circumstances - In the absence of Very Special Circumstances justifying an exception, there is a presumption against such development. Unmet demand does not constitute 'very special circumstances' and is unlikely to outweigh harm to the Green Belt and other harm to constitute very special circumstance justifying inappropriate development in the Green Belt. The previous Government (Brandon Lewis MP Statements) made this clear. The Secretary of State has re-emphasised this to local planning authorities and planning inspectors as a material consideration in their planning decisions. Even if the Council is unable to show a five year supply of Traveller sites, this would not outweigh the harm to the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9 and Section 4.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Additional Health and Safety considerations - Traveller Sites should provide visual and acoustic privacy and be sympathetic to the local environment. When selecting locations for permanent sites, consideration is to be given to the relatively high density of children likely to be on the site. When considering sites adjacent to main roads and railway lines, careful regard must be given to the health and safety of children and others who will live on the site. There is greater noise transference through the walls of trailers and caravans than in conventional housing and need for design measures (for instance noise barriers) to abate impact on quality of life and health. Public use of Smarts Heath Common means no visual privacy on the site. The proximity of the main railway line means is unlikely acoustic barriers would alleviate the noise of trains. The road that borders the site is the B380, the local approved 'lorry' route. There is no footpath on one side so children would have to cross the road to reach one.	None stated.	The Core Strategy provides a robust policy framework to ensure that sure that development proposals avoid any significant harm to the environment and to the amenity of residents. The key requirements also notes specific on site requirements in relation to potential on site pollution including noise. The exact nature of these site specific requirements will be identified through pre-application discussions, informed by relevant technical studies. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Impact on Visual Amenity, Character and Local Environment - Core Strategy Policy CS14 states "The site should not have unacceptable adverse impacts on the visual amenity, character of the area and the local environment". Policy H, paragraph 24b, of the Planning Policy for Traveller Sites (PPFTS) requires sites to 'positively enhance the environment and increase its openness'. Policy CS21 states that the new development 'should respect and make a positive contribution to the street scene and character of the area in which they are situated'. Policy CS24 requires any development proposal should conserve and where possible enhance existing character. Smarts Heath Road is a	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. With respect to reference to heritage assets, see Section 19.0. In addition, other development plan policies such as Policy CS21: Design of the Core Strategy will apply to the development of the site to minimise any adverse impacts on amenity and local character. With respect to the representation regarding the identification of the site to meet future Traveller needs. This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3. The Council is satisfied that the combined effects of these requirements will make sure that the development of the site is sustainable.	No further modification is proposed as a result of this representation

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				residential road, including two 16th Century Grade II listed buildings close to Ten Acre Farm, leading directly through Smarts Heath Common onto open countryside. This private Traveller site was granted permission for 5 caravans for one family in 1987 (PLAN/1987/0282). It was never envisaged that this would be expanded outside the occupier's immediate family, who have lived on site and in Smarts Heath Road for many years. Additional pitches will comply with the design principles set out by Government practice guidance, currently 'Designing Gypsy and Traveller sites'. Up to twelve pitches each needing an amenity building, hard standing for a large trailer and touring caravan and two vehicles WILL have unacceptable adverse impacts on the visual amenity, character of the area and the local environment and WILL NOT positively increase the openness of the area, nor the rural street scene." This will have an adverse impact on the openness, character and appearance of the area, dominating the settled community and reducing the amenity value, contrary to Policies CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.			
331	Martin	Nichols	GB7	4.Environmentally sensitive Sites - proposals that will adversely impact environmentally sensitive sites and cannot be adequately mitigated will be refused. Ten Acre Farm has four boundaries to Smarts Heath Common, the Hoe Stream (with railway line behind), B380 road, 1 Smarts Heath Road and adjacent nursery land. Smarts Heath Common is a Special Sites of Scientific Interest (SSSI) designated by Bird Life International as an "Important Bird Area". The Hoe Stream is a Site of Nature Conservation Importance (SNCI), a valuable link and habitat corridor for other SNCI sites in the Hoe Valley. Extending this site WOULD adversely impact these sensitive sites.	None stated.	The Council agrees, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as biodiversity are fully assessed and where necessary mitigation measures identified to address adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Additional pitches and related activities may present an increased risk to flooding as development may give rise to hard landscaping, bridging, floating obstructions and other debris in the river.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will need to be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Business Use - Gypsy and Traveller sites are essentially residential, those living there are entitled to a peaceful and enjoyable environment. Government guidance on site management proposes that working from residential pitches should be discouraged and that residents should not normally be allowed to work elsewhere on site (Designing Gypsy and Traveller Sites, 2008). Yet the DPD states "Potential for inclusion of an element of business use, where this would support residents living and working on site." Core Strategy (policies CS21 and CS24) and PPFTS require sites to 'positively enhance the environment and increase its openness', respect and make positively contribute to the street scene and character of the area, conserve and	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12	No further modification is proposed as a result of this representation

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				enhance existing character. Business use would inflict a small-scale industrial estate with associated noise, traffic, nuisance which is out of keeping with the amenity and character of the area.			
331	Martin	Nichols	GB8	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	Proposed changes to the Green Belt boundary in Mayford will weaken the boundary, due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
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331	Martin	Nichols	GB11	Green Belt land is fundamental to the physical separation of Woking and Guildford, with only 2 miles between Mayford roundabout and Slyfield. Development would result in the high risk of coalescence between the two towns	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	IMPACT - Site Concentration. ALL of Woking's Traveller sites are concentrated in one part of the Borough - Ten Acre Farm, Mayford; Hatchingtan, Burdenshott Road (one mile from Ten Acre Farm); and Five Acres, Brookwood Lye (three	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation

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				miles from Ten Acre Farm). Mayford already provides a major contribution towards the Traveller Community, further expansion is not justified.			
331	Martin	Nichols	GB8	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5 The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5 The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
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331	Martin	Nichols	GB11	Concerned that various development proposals in Guildford (e.g. football club, development on Slyfield Industrial Estate) will have an impact on Woking residents and concerned that residents, specifically in Mayford have not been consulted. Development likely to cause gridlock on the A320	None stated.	Whilst the representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 24.0 and 20.0. See also Section 3.0 and paragraph 1.5 The Council has worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation relevant organisations and neighbouring authorities.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Successive planning inspectors have refused residential applications on this site as it would reduce the openness of the Green Belt.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Land north of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 – referred to as CS24 in the Woking 2027 submission). This has not been considered, and a Landscape Character Assessment has not been undertaken, which raises questions on validity of the review.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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331	Martin	Nichols	GB8	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0</p> <p>In addition, during the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Nevertheless, the Council recognise that individual sites can provide important habitats for local wildlife.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Buffer areas for bird protection should be added to Prey Heath and Smarts Heath (SSSIs) in the same way as they are for the SPA. The Mayford Village Society is currently pursuing inclusion of these areas in the Thames Basin SPA which, if successful, would result in a 400m buffer zone to exclude development.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0</p> <p>In addition, during the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Nevertheless, the Council recognise that individual sites can provide important habitats for local wildlife.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	No further modification is proposed as a result of this representation
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331	Martin	Nichols	GB8	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	Mayford has a poor public transport system	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Section 5 of the Issues and Matters Topic Paper deals with instances where site based Flood Risk Assessment is required. The Council has carried out a sequential test to inform the Site Allocations DPD. GB8 is in Flood Zone 1 where development is encouraged. GB8 also has the provision of SU as a key requirement, which will help address the concerns made by the representation.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Section 5 of the Issues and Matters Topic Paper deals with instances where site based Flood Risk Assessment is required. The Council has carried out a sequential test to inform the Site Allocations DPD. GB8 is in Flood Zone 1 where development is encouraged. GB8 also has the provision of SU as a key requirement, which will help address the concerns made by the representation.	No further modification is proposed as a result of this representation
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331	Martin	Nichols	GB11	Mayford is a key area for absorption of rainwater to alleviate flooding. Development proposed will increase surface water and flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. Section 5 of the Issues and Matters Topic Paper deals with instances where site based Flood Risk Assessment is required. The Council has carried out a sequential test to inform the Site Allocations DPD. GB8 is in Flood Zone 1 where development is encouraged. GB8 also has the provision of SU as a key requirement, which will help address the concerns made by the representation.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	Green Belt boundaries should only be altered in exceptional circumstances, as outlined in National Policy. This has not been proved by the Council, particularly regrading policy guidance stating that housing need does not justify the harm done to the Green Belt by inappropriate development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 4.0, paragraph 4.4	No further modification is proposed as a result of this representation

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331	Martin	Nichols	GB8	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	No independently verified evidence demonstrates the Council have exhausted brownfield sites for development in its plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	No independently verified evidence produced to demonstrate the Council has exhausted brownfield sites for Traveller site development or why sites identified in the Green Belt Review as available and viable have not been included, whilst sites specifically excluded (Ten Acre Farm and Five Acres) are the ONLY sites put forward.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	SITE IS NOT SUITABLE - SHLAA noted a number of physical and environmental problems with this site: 1. Contaminated Land - in the GBR sites (such as Ten Acre Farm) were REJECTED as a Traveller site due to concerns over land contamination. Designing Gypsy and Traveller Sites says sites must not be located on contaminated land. Land must be decontaminated by approved contractors to ensure housing development could take place. This can be prohibitively expensive and should be considered only where financially viable from the outset. Ten Acre Farm is unacceptable for expansion for this reason.	None stated.	A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	SITE SELECTION - A sequential approach must be taken to identify suitable sites for allocation, with sites in the urban area being considered before those in the Green Belt. The GBR (Green Belt Review) recommends a priority order. The Traveller Accommodation Assessment (TAA) states "the site and its immediate surrounding could be explored for its potential for future expansion to accommodate additional pitches". The DPD uses the term from the GBR of 'intensification' of Ten Acre Farm which is incorrect. The TAA term of 'expansion' is the correct term for the DPD proposal. It was never envisaged that this Traveller site would be expanded outside the occupier's immediate family. The Council has chosen to set aside the GBR recommendations, selecting the lowest priority rating when proposing to expand the existing site at Ten Acre Farm by up to twelve additional pitches.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0	No further modification is proposed as a result of this representation

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331	Martin	Nichols	GB8	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	<p>The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Also see the Council's Issues and Matters Topic Paper Section 12.0 paragraph 7.5, Section 19.0 and Section 23.0</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history.	None stated.	<p>The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Also see the Council's Issues and Matters Topic Paper Section 12.0 paragraph 7.5, Section 19.0 and Section 23.0</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Also see the Council's Issues and Matters Topic Paper Section 12.0 paragraph 7.5, Section 19.0 and Section 23.0</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Also see the Council's Issues and Matters Topic Paper Section 12.0 paragraph 7.5, Section 19.0 and Section 23.0</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	The Green Belt review incorrectly dismissed the purpose 'To preserve the setting and special character of historic towns' due to the lack of historical character of Woking. However, Mayford does have a strong history	None stated.	<p>The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations.</p> <p>In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.</p> <p>Also see the Council's Issues and Matters Topic Paper Section 12.0 paragraph 7.5, Section 19.0 and Section 23.0</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
331	Martin	Nichols	GB8	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	Raises the issue that residential development on Egley Road will hinder the Green Belt Review's finding that a school would maintain openness of the area	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	There is a lack of supporting local infrastructure in terms of shops, health facilities and schools in Mayford. Residents in any major development would be isolated unless they have a vehicle.	None stated.	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>Please also see the Council's Issues and Matters Topic Paper Section 3.0</p>	
331	Martin	Nichols	GB8	<p>The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.</p>	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>It is noted that at times the maintenance of roads and the railway will require roads to closed or restricted to carry out these important works. The Council acknowledges that this can have short term impacts on congestion and accessibility through the local area. Although the Council sympathise with these concerns the maintenance of roads and other infrastructure is essential.</p> <p>Any proposed improvements or changes to the existing road network will be subject to drainage assessments to make sure that the roads have the capacity to drain away rain water and are fit for purpose.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	<p>The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.</p>	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>It is noted that at times the maintenance of roads and the railway will require roads to closed or restricted to carry out these important works. The Council acknowledges that this can have short term impacts on congestion and accessibility through the local area. Although the Council sympathise with these concerns the maintenance of roads and other infrastructure is essential.</p> <p>Any proposed improvements or changes to the existing road network will be subject to drainage assessments to make sure that the roads have the capacity to drain away rain water and are fit for purpose.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	<p>The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over half an hour. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.</p>	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The representation regarding infrastructure requirements has been addressed in the Council's</p>	No further modification is proposed as a result of this representation

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						<p>Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>It is noted that at times the maintenance of roads and the railway will require roads to closed or restricted to carry out these important works. The Council acknowledges that this can have short term impacts on congestion and accessibility through the local area. Although the Council sympathise with these concerns the maintenance of roads and other infrastructure is essential.</p> <p>Any proposed improvements or changes to the existing road network will be subject to drainage assessments to make sure that the roads have the capacity to drain away rain water and are fit for purpose.</p>	
331	Martin	Nichols	GB11	The Green Belt Review's recommendation of Mayford sites is based on a 7 minute travel time from Mayford to Woking. This is unrealistic at peak times, when the journey takes over 30 minutes. There is a poor road network through the village and at three single lane bridges, where there is currently bad traffic and congestion. This will be exacerbated by the proposed development. The roads can not handle the additional traffic.	None stated.	<p>The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.</p> <p>The representation regarding infrastructure requirements has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.</p> <p>The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>It is noted that at times the maintenance of roads and the railway will require roads to closed or restricted to carry out these important works. The Council acknowledges that this can have short term impacts on congestion and accessibility through the local area. Although the Council sympathise with these concerns the maintenance of roads and other infrastructure is essential.</p> <p>Any proposed improvements or changes to the existing road network will be subject to drainage assessments to make sure that the roads have the capacity to drain away rain water and are fit for purpose.</p>	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	The Green Belt review was inconsistent in how it dealt with constraints in the sites reviewed. The Review rejected 10 Acre Farm as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	There are three dangerous junctions in the area (see rep). With the significant increase in traffic, it is feared that accidents will increase	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, Section 20.0 and 24.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	There are three dangerous junctions in the area (see rep). With the significant increase in traffic, it is feared that accidents will increase	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, Section 20.0 and 24.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	There are three dangerous junctions in the area (see rep). With the significant increase in traffic, it is feared that accidents will increase	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, Section 20.0 and 24.0	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
331	Martin	Nichols	GB11	There are three dangerous junctions in the area (see rep). With the significant increase in traffic, it is feared that accidents will increase	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, Section 20.0 and 24.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB7	Object to expansion of Ten Acre Farm by up to 12 Traveller pitches as the site not currently deliverable. If letters sent to confirm availability with landowners have not established them as available, they have not been included in the assessment. If the landowner identified a site as not available, then the site is not considered further for Gypsy and Traveller use (WBC Green Belt Review 2014 - GBR). Woking Borough Council (WBC) approached Mr Lee, owner/occupier of Ten Acre Farm to ask if the site was available. Residents understand that the site is not available and that Mr Lee has not, to date, confirmed availability. With no written confirmation of availability, the site must be removed from the DPD. The owner/occupier continues to seek planning approval for his own residential use. The site has a low existing use value and residential development is likely to be economically viable at a low density (GBR). The Council is acting contrary to its own Strategic Land Accommodation Assessment 2014 (SHLAA) by including Ten Acre Farm as an extended Traveller site. The site should not be included in the DPD.	Do not include this site in the DPD.	In accordance with national planning policy the availability of land is a significant consideration that the Council has to take into account. Footnote 11 and 12 of the NPPF is clear to emphasise that to be considered deliverable, sites should be available. This is necessary to ensure that any land that is identified for development has a realistic prospect of coming forward for the anticipated nature and type of development at the time that it is needed. As with all of the sites identified within the DPD, the Council has sought confirmation from the landowner that the site is available for development. The landowner has confirmed that the site is available and therefore has been considered within the Site Allocations DPD. As noted in the SHLAA (2015) the site would only be deliverable or developable during the Plan period subject to it being released from the Green Belt through the Site Allocations DPD. The Council is therefore pursuing the use of the site for Travellers accommodation through the Plan led process.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	Woking Council states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be designated as Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB8	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB9	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB10	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
331	Martin	Nichols	GB11	There is a lack of safe and easy access by foot around the Mayford and particularly to Worplesdon Station.	None stated.	The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	Traveller sites should have adequate amenity for intended occupiers, including space for related business activities. Smarts Heath Road is a residential road with two Grade Two	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the	No further modification is proposed as a result of this representation

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				listed buildings in close proximity to the site. Traveller related business activities would be out of keeping in such a road.		accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.	
543	Henk	Nijeboer	GB7	An increase in the present number of Traveller pitches at the site would decrease the visual amenity and character of the area. The site is adjacent to Smarts Heath Common, a SSSI.	None stated.	There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character, landscape and amenity of the immediate area are minimised and/ or suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. In addition, the Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation

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543	Henk	Nijeboer	GB14	· Areas of Mayford are recommended to be released from the Green Belt on the basis of “creating a defensible Green Belt boundary” – “strong” boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	· Land North of Saunders Lane includes “Escarpments and Rising Ground of Landscape Importance” (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International,	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0.	No further modification is proposed as a result of this representation

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				so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.			
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543	Henk	Nijeboer	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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				proposed school at Egley Road and additional traffic from the other proposed development.			
543	Henk	Nijeboer	GB8	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	· No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	· No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB11	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
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				importance have been ignored.		Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	
543	Henk	Nijeboer	GB14	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB11	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	The site is adjacent to Smarts Heath Common, a SSSI, used for leisure purposes. Any increase in the present Traveller site would decrease the visual amenity and character of the areas and increase risk to wildlife due to domestic animals in close proximity.	None stated.	Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	Objects to the increase in traveller pitches. Traveller sites are concentrated in Mayford and Brookwood Lye, providing a	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0. With regard to the justification for the development in a Green	No further modification is proposed as a result

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				major contribution to the Traveller community. There is no justification for further expansion in Mayford.		Belt location, this is addressed in Sections 1.0. and 4.0 (paragraph 4.3) of the Council's Issues and Matters Topic Paper.	of this representation
543	Henk	Nijeboer	GB9	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB8	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB7	A sequential approach must be taken to identify sites for allocation, with sites in the urban area considered before the Green Belt. No urban sites have been considered, and doubts the validity of there being no other sites across the whole Borough that are identified or suitable.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0 and 9.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
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543	Henk	Nijeboer	GB11	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
543	Henk	Nijeboer	GB11	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	Successive Planning Inspectors have refused applications on this site because it would reduce the openness of a Green Belt area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3, and for further background, Section 1.0, particularly paragraphs 1.9 - 1.12. The proposed allocations are put forward in response to need identified in the Council's Core Strategy (adopted 2012) and current supply of land, and through the plan-making (as opposed to development management) process.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	
543	Henk	Nijeboer	GB9	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	
543	Henk	Nijeboer	GB9	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB14	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB8	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB9	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB10	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB11	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
543	Henk	Nijeboer	GB14	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	The site does not have safe and reasonable access to schools or other local facilities.	None stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
543	Henk	Nijeboer	GB7	Where no sites are available in the urban area, priority will be given to edge of centre sites with good access to jobs, shops and infrastructure. Mayford does not satisfy this criteria.	None stated.	There has been a thorough assessment of reasonable alternative sites to inform the selection of preferred sites, including this one. This is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 4.0, 9.0, and 11.0. There is potential for improvements to local infrastructure and services in Mayford, as outlined in Section 3.0 of Council's Issues and Matters Topic Paper. Further to this, there is the opportunity at Site GB9 Egley Road Garden Centre to provide an element of small scale retail and/or community development, to enhance the currently rather dispersed provision in the Mayford area, and better meet the day to day needs of local people.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	Traveller sites should have adequate amenity for intended occupiers, including space for related business activities. Smarts Heath Road is a residential road with two Grade Two listed buildings in close proximity to the site. Traveller related business activities would be out of keeping in such a road.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	An increase in the present number of Traveller pitches at the site would decrease the visual amenity and character of the area. The site is adjacent to Smarts Heath Common, a SSSI.	None stated.	There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character, landscape and amenity of the immediate area are minimised and/ or suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. In addition, the Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Areas of Mayford are recommended to be released from the Green Belt on the basis of "creating a defensible Green Belt boundary" – "strong" boundaries are considered	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the	No further modification is proposed as a result of this representation

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				to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.		recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	
544	Annemarie	Nijeboer	GB10	Areas of Mayford are recommended to be released from the Green Belt on the basis of “creating a defensible Green Belt boundary” – “strong” boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB11	Areas of Mayford are recommended to be released from the Green Belt on the basis of “creating a defensible Green Belt boundary” – “strong” boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.	None stated.	The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
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				should Mayford develop further.			
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544	Annemarie	Nijeboer	GB8	· Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	<p>This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p> <p>Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	· No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB10	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and suggesting why areas of landscape importance have been ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all	No further modification is proposed as a result of this representation

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544	Annemarie	Nijeboer	GB10	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB11	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB7	The site is adjacent to Smarts Heath Common, a SSSI, used for leisure purposes. Any increase in the present Traveller site would decrease the visual amenity and character of the areas and increase risk to wildlife due to domestic animals in close proximity.	None stated.	<p>Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.</p> <p>The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	Objects to the increase in traveller pitches. Traveller sites are concentrated in Mayford and Brookwood Lye, providing a major contribution to the Traveller community. There is no justification for further expansion in Mayford.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0. With regard to the justification for the development in a Green Belt location, this is addressed in Sections 1.0. and 4.0 (paragraph 4.3) of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB14	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	Objects to proposed housing on the site, which will fill green space between Mayford and Hook Heath and Woking, turning Mayford/Hook Heath into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of the Green Belt. There appears to have been no consideration to preserving Mayford/Hook Heath as a separate settlement to Woking, nor impact on character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation

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544	Annemarie	Nijeboer	GB7	A sequential approach must be taken to identify sites for allocation, with sites in the urban area considered before the Green Belt. No urban sites have been considered, and doubts the validity of there being no other sites across the whole Borough that are identified or suitable.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0 and 9.0.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0.	No further modification is proposed as a result of this representation
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544	Annemarie	Nijeboer	GB8	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any	No further modification is proposed as a result of this representation

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						adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
544	Annemarie	Nijeboer	GB9	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB10	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB11	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are	No further modification is proposed as a result of this representation

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						within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
544	Annemarie	Nijeboer	GB14	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	Successive Planning Inspectors have refused applications on this site because it would reduce the openness of a Green Belt area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3, and for further background, Section 1.0, particularly paragraphs 1.9 - 1.12. The proposed allocations are put forward in response to need identified in the Council's Core Strategy (adopted 2012) and current supply of land, and through the plan-making (as opposed to development management) process.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB10	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The	No further modification is proposed as a result of this representation

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						<p>Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	
544	Annemarie	Nijeboer	GB11	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB14	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB8	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB10	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB11	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.</p>	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB14	The removal of GB14 from the Green Belt to create Green Infrastructure is unnecessary as no change of use is planned. It is not an exceptional circumstance required for land to be removed.	None stated.	<p>This is acknowledged. While exceptional circumstances apply to other sites in Mayford and Hook Heath for their release from Green Belt for development (see the Council's Issues and Matters Topic Paper, paragraphs 1.9 - 1.12) this site is proposed for release to ensure clear and logical Green Belt boundary is drawn (as per NPPF paragraph 85), with regard to its position between sites GB8 and GB10, rather than a need for its release to accommodate</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						development. As outlined in the allocation (and representation) the site would be protected for Green Infrastructure.	
544	Annemarie	Nijeboer	GB8	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB9	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB10	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB11	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB14	There appears to have been no consideration to the impact on Mayford's/Hook Heath's infrastructure from the increased population, which will worsen existing traffic. There are no robust solutions to deal with existing traffic problems on Egley Road, or roads without pavements and single lane railway bridges that cause congestion. Prey Heath Road will become dangerous due to increased traffic weaving around pedestrians on the road.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	The site does not have safe and reasonable access to schools or other local facilities.	None stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
544	Annemarie	Nijeboer	GB7	Where no sites are available in the urban area, priority will be given to edge of centre sites with good access to jobs, shops and infrastructure. Mayford does not satisfy this criteria.	None stated.	There has been a thorough assessment of reasonable alternative sites to inform the selection of preferred sites, including this one. This is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 4.0, 9.0, and 11.0. There is potential for improvements to local infrastructure and services in Mayford, as outlined in Section 3.0 of Council's Issues and Matters Topic Paper. Further to this, there is the opportunity at Site GB9 Egley Road Garden Centre to provide an element of small scale retail and/or community development, to enhance the currently rather dispersed provision in the Mayford area, and better meet the day to day needs of local people.	No further modification is proposed as a result of this representation

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1163	David	Niven Reed	UA32	Much has been made of deprivation in the area, poor health, level of disabilities and crime levels. No evidence that knocking down many properties and building even more will not solve these problems. More plausible that many people already suffering from deprivation, poor health, or a tendency to crime were moved into the area, skewing the statistics. Demolition and new buildings will not make the change.	None stated.	Sheerwater has been identified in the Core Strategy as a Priority Place for targeted action. The proposed allocation and the key requirements it seeks to achieve will lead to significant improvements in the area. Policy CS5 of the Core Strategy sets out clear objectives for the regeneration of the area, with an explanation of the underlying issues that needs to be addressed in the area. Many of the issues are reflected in the key requirements of the proposal. Detailed matters such as the nature and type of housing, design, land acquisition will be addressed at part of the development management process. It is noted that in parallel with the plan making process, there is also a planning application on the site that is being determined. The Local Planning Authority to make sure that the application is determined in accordance with Policy CS5 and other relevant policies of the Local Plan. The consultation for the DPD is separate from that of the planning application. Regarding the DPD, there has been extensive public consultation including a visit to Sheerwater to distribute leaflets and speak to people in public. The general approach to consultation is set out in detail in Section 6 of the Council's Issues and Matters Topic Paper	No further modification is proposed as a result of this representation
1163	David	Niven Reed	UA32	The consultation documents asserted that the leisure centre and other changes will improve health; this is an aspiration rather than a certainty. Walking and cycling areas will be much as now. It is proposed to build on the existing informal public recreation space, replacement areas will be smaller and located between streets, so less beneficial to well-being. There is a great need for the scheme to be rethought and redesigned, and more openly consulted on.	None stated.	The justification for the regeneration of Sheerwater as a Priority Place has been established in the Core Strategy. The proposal is in accordance with that. See Policy CS5 of the Core Strategy. The health benefits of access to open space and recreational facilities is stated in national and local planning policies. The proposed allocation provides a reasonable area for a comprehensive redevelopment that will have maximum benefits to the community. It is important to highlight that planning has been submitted for the development of the site.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	General	But what a consultation! Unclear how anyone was to know there was a consultation going on. A massive amount of reading and study to understand what is being proposed, and where. The material was not easy to find on the website. I counted 18 documents and there was no easy way in. The total number of pages was 2157. The language used was not the language of the ordinary man in the street. It may have seemed like a good idea to have copies of the documents available for inspection at the council offices and at libraries, but less helpful when requires prolonged study. For an exercise like this to be meaningful it has to be much more accessible and intelligible and must be broken down into manageable portions.	None stated.	It is important that the public is provided with all the relevant information to inform their representations. The Council has noted the comments and will continue to find ways to improve its consultation processes.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	General	It is excellent that Woking Borough Council has held a consultation on the Site Allocations Development Plan Document. Anything that allows the electorate to have a say in what happens in their town, and allows the electors to let their elected representatives know what they think, is welcomed and applauded.	None stated.	Comments noted.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB9	I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually. Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards. The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved. The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

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				centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.			
1163	David	Niven Reed	GB10	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The site can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area including increased densities at the main centres. There is still not sufficient land to meet development needs over the entire plan period. this matter is addressed in detail in Section 11 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB11	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The sites can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. It is not envisaged that based on the evidence the character of the area will be significantly undermined. It is emphasised that most of the development proposed in the Core Strategy is to be accommodated on brownfield land in the urban area. The Council has carried out the capacity of the urban area to meet the development needs of the area, including increased densities. There is not sufficient brownfield land to meet development needs over the plan period. The Council has carried out a Character Study of the urban area and a balance has to be struck to also ensure that the character of the urban area is not significantly undermined. The issue about the use of brownfield land is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB8	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				<p>beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>			
1163	David	Niven Reed	GB12	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The collective evidence of the Council supports the allocation of the sites. The Council has carried out an assessment of brownfield land in the area. There is not sufficient brownfield land to meet development needs over the entire plan period. This matter is addressed in the Council's Issues and Matters Topic Paper. see Section 11.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB13	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB14	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area	No further modification is proposed as a result of this representation

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				<p>in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>		to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	
1163	David	Niven Reed	GB15	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB16	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

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1163	David	Niven Reed	GB17	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB18	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB19	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

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				The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.			
1163	David	Niven Reed	GB2	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB20	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB21	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

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				<p>purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>			
1163	David	Niven Reed	GB22	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB23	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB3	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				<p>detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards. The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>		<p>and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.</p>	
1163	David	Niven Reed	GB4	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	<p>The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.</p>	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB5	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly</p>	None stated.	<p>The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				accessible on foot, creating a living vibrant town centre.			
1163	David	Niven Reed	GB7	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. This matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	GB1	<p>I strongly object to all the proposals to develop or safeguard Green Belt land, with the exception of GB6, Six Cross Roads roundabout. I am sorry this has to be a block response but it is impossible to make the time to review so many sites in detail and to comment individually.</p> <p>Many of the sites are classic examples of urban creep which the Green Belt is designed to prevent; development of a field in a corner of an existing built up area or between two existing built up areas, followed by filling in the corners or the in-between areas created in the last round, etc. Bit by bit, the purpose of the Green Belt is defeated and the town sprawls outwards.</p> <p>The character of Woking as a distinct town, surrounded by beautiful classic tree-filled Surrey countryside must be preserved.</p> <p>The need for additional housing has to be met in other ways - by building higher in the town centre area as Woking is already doing. This will create a larger population in the town centre area and a larger market supporting a larger and higher quality range of shops and restaurants, all highly accessible on foot, creating a living vibrant town centre.</p>	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1, 2, 4.	No further modification is proposed as a result of this representation
1163	David	Niven Reed	UA32	<p>I very strongly object to building on Sheerwater Recreation Ground, a valuable green space and a focal point of the estate. It is easily accessible and provide a "lung". Sheerwater was built as a miniature "garden city" with a large informal green space clearly intended as a break with the past. The proposal is a step back to unrelieved land filled with houses. Already too few accessible parks in Woking to walk, to play, take part in sport, be away from streets and buildings. Paradox that the more houses and flats built, the greater the population density and the need for more large open spaces in a town. These are proved elsewhere. Sheerwater recreation ground should remain as a positive asset and be refurbished.</p>	None stated.	The allocation of the site will contribute towards the objectives of Policy CS5 of the Core Strategy. The Council will ensure that any proposal incorporate adequate open space and green infrastructure. Planning application has been submitted for the development of the site.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1163	David	Niven Reed	UA32	I very strongly object. The plan is ill-conceived, poorly thought through and the consultation misleading and biased. The basic premises are highly questionable. There are many areas of older housing stock that is "poor quality and out-dated" but which is not to be demolished and replaced. Many similar areas elsewhere are being extensively refurbished.	None stated.	Sheerwater has been identified in the Core Strategy as a Priority Place for targeted action. The proposed allocation and the key requirements it seeks to achieve will lead to significant improvements in the area. It is highlighted that a planning application has been submitted for development of the site through the planning application process. This is yet to be determined. The Local Planning Authority will make sure that the proposal meets the aspirations of the Core Strategy for the area as set out in Policy CS5 of the Core Strategy.	No further modification is proposed as a result of this representation
307	P	Noel	GB12	The open green spaces in and around Pyrford ad to the 'countrified nature of the area'. The loss of these will impact on the character and attractiveness of the local environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0 and Section 7.0 In addition, the Council acknowledges the individual character of Pyrford. This is noted in several Council documents including the Heritage of Woking (2000) and the Woking Character Study (2010).	No further modification is proposed as a result of this representation
307	P	Noel	GB13	The open green spaces in and around Pyrford ad to the 'countrified nature of the area'. The loss of these will impact on the character and attractiveness of the local environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0 and Section 7.0 In addition, the Council acknowledges the individual character of Pyrford. This is noted in several Council documents including the Heritage of Woking (2000) and the Woking Character Study (2010).	No further modification is proposed as a result of this representation
307	P	Noel	GB13	Public transport is poor and infrequent and unlikely to attract more users	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
307	P	Noel	GB12	Public transport is poor and infrequent and unlikely to attract more users	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
307	P	Noel	GB12	Local infrastructure is a concern. The health centre, hospital, dentist, water infrastructure, gas, electricity are overstretched and the local schools are at capacity with limited capacity to extend.	None stated.	The representation regarding local infrastructure has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
307	P	Noel	GB13	Local infrastructure is a concern. The health centre, hospital, dentist, water infrastructure, gas, electricity are overstretched and the local schools are at capacity with limited capacity to extend.	None stated.	The representation regarding local infrastructure has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
307	P	Noel	GB12	The rep highlights housing proposals for Ripley, Send and Burnt Common (in Guildford). And requests that these are taken into consideration with respect to impact on Pyrford.	None stated.	The Council has comprehensively explained why some areas of the Green Belt land will be required to be released to meet the housing need for the borough. This is set out in the Issues and Matters Topic Paper. See Section 1.0. Adjoining authorities will be under similar pressures to deliver housing to address the unmet housing need. Under the Duty to Cooperate the Council will have to work with neighbouring authorities to explore whether the unmet need can be met in their areas. Additionally, the Council will work constructively and positively with adjoining authorities and key stakeholders to consider cross boundary strategic matters, including the potential cumulative impact of development proposals.	No further modification is proposed as a result of this representation
307	P	Noel	GB13	The rep highlights housing proposals for Ripley, Send and Burnt Common (in Guildford). And requests that these are taken into consideration with respect to impact on Pyrford.	None stated.	The Council has comprehensively explained why some areas of the Green Belt land will be required to be released to meet the housing need for the borough. This is set out in the Issues and Matters Topic Paper. See Section 1.0. Adjoining authorities will be under similar pressures to deliver housing to address the unmet housing need. Under the Duty to Cooperate the Council will have to work with neighbouring authorities to explore whether the unmet need can be met in their areas. Additionally, the Council will work constructively and positively with adjoining authorities and key stakeholders	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						to consider cross boundary strategic matters, including the potential cumulative impact of development proposals.	
307	P	Noel	GB12	The rep highlights various existing traffic, parking and highway issues in Pyrford including rat running and congestion caused by school drop offs and pick ups. Pyrford and the surrounding areas has experienced increasing traffic problems over the years and the proposals would exacerbate these, the additional houses could mean an additional 800 cars on the already congested roads. The rep highlights that the proposals will have implications on the road network, which will require widening and improvements. Pyford would also suffer from additional school traffic from new residents	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto Pyrford Common Road and/or Upshott Lane. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
307	P	Noel	GB13	The rep highlights various existing traffic, parking and highway issues in Pyrford including rat running and congestion caused by school drop offs and pick ups. Pyrford and the surrounding areas has experienced increasing traffic problems over the years and the proposals would exacerbate these, the additional houses could mean an additional 800 cars on the already congested roads. The rep highlights that the proposals will have implications on the road network, which will require widening and improvements. Pyford would also suffer from additional school traffic from new residents	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto adjacent roads. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1322	A	Norman	GB4	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1322	A	Norman	GB5	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1322	A	Norman	GB15	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1322	A	Norman	GB16	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1322	A	Norman	GB4	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1322	A	Norman	GB5	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1322	A	Norman	GB15	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1322	A	Norman	GB16	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1322	A	Norman	GB4	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto adjacent roads. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1322	A	Norman	GB5	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto adjacent roads. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	
1322	A	Norman	GB15	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1322	A	Norman	GB16	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.	
1322	A	Norman	GB4	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1322	A	Norman	GB5	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1322	A	Norman	GB15	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1322	A	Norman	GB16	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1322	A	Norman	GB4	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1322	A	Norman	GB5	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1322	A	Norman	GB15	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1322	A	Norman	GB16	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB4	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto adjacent roads. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD</p>	No further modification is proposed as a result of this representation

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						process and beyond to address common and strategic transport issues of the area.	
1323	P.J.	Norman	GB5	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto adjacent roads. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB15	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB16	Parvis Road (A245) well documented as a traffic jam hot-spot, particularly when there are problems on the A3 and M25, then all the traffic diverts to here.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6; Section 20.0 and Section 24.0</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	
1323	P.J.	Norman	GB4	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB5	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB15	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB16	Byfleet and West Byfleet suffer from flood problems and little has been done to alleviate this. Future proposals will exacerbate problems	None stated.	The Council attaches great importance to Flood Risk and this is comprehensively addressed in the Council's Issues and Matters Topic Paper Section 5.0. The Council is aware of the flood incidents in the Byfleet area and can advise that the Environment Agency are working with relevant partners to develop future Flood Alleviation Schemes along the River Wey (including around Byfleet) in order to reduce flood risk to Local communities.	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB4	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB5	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB15	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB16	Further consultation needs to be undertaken to make residents aware	None stated.	The first part of the representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6.0	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB4	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB5	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB15	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation

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1323	P.J.	Norman	GB16	Object. Very special circumstances have not been demonstrated for building on the GB here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB4	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB5	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB15	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
1323	P.J.	Norman	GB16	Fully consider brownfield sites before development in the GB. WBC should commission a brownfield study before allocating GB land	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9, Section 11.0 and Section 9.0, paragraph 9.2	No further modification is proposed as a result of this representation
241	Julia	Norris	GB7	An increase in Traveller caravans would decrease visual amenity and character of the area and increase risk to wildlife. Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable	No further modification is proposed as a result of this representation
241	Julia	Norris	GB7	A sequential approach must be taken to identify suitable sites for allocation, with urban area sites considered before those in the Green Belt. However no urban sites appear to have been considered - there must be doubt as to the validity of no other sites across the whole of the Borough being identified or suitable. Where no sites are available in the urban area, priority will be given to sites on the edge of the urban area that benefit from good access to jobs, shops and other infrastructure and services. Mayford does not satisfy any of these criteria.	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Section 1 and 2. The character of Mayford is already protected by Policy CS6 of the Core Strategy. The Council is satisfied by the evidence and policies it has that the identity of Mayford and its character will not be undermined by the proposals. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. This matter has been comprehensively been addressed in the Council's Issues and Matters Topic Paper. See Section 4. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The Council has carried out an assessment of the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the entire plan period. This particular issue has been comprehensively addressed in the Council's Issues and Matters Topic Paper, Section 11.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB7	I strongly object. All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	Strongly object to associated leisure centre, running track, football and other sports pitches, cafe, associated car parking and access provisions. Totally inappropriate development in residential area. Do not meet 800m separation policy. There would be substantial traffic increase on already overloaded road system, especially at peak times. Unfortunate lack of transparency by the Council.	Please reconsider your plans	The proposed school and leisure centre now has planning permission.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	The Green Belt Review recommended Mayford due to ease of access to Woking Town Centre, stating that it takes 7 minutes to travel from Mayford to Woking (estimated using Google Maps timings). At peak hours actual travel time is	Please reconsider your plans	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council	No further modification is proposed as a result of this representation

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				over half an hour. Mayford has a poor road network that is heavily congested at peak times. Many of the roads do not have pavements and are narrow, including the road to Worplesdon Station. Mayford has a poor public transport system with limited bus services. Development will exacerbate this.		has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review. The way that the transport implications for the DPD proposals are addressed is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 20 and 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	
241	Julia	Norris	GB11	The Green Belt Review recommended Mayford on the basis of ease of access to Woking Town Centre, stating 7 minutes travel time. This is not the case at peak times, when there is congestion and travel time can be substantially longer. There is poor public transport, a limited bus service and narrow, unlit pedestrian footpaths. There are three single line bridges, and gridlock in the village at peak times. Development of two large sites at Mayford's boundary and as proposed in the Site Allocations will exacerbate congestion, with roads unable to handle additional traffic.	Please reconsider your plans	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review. The way that the transport implications for the DPD proposals are addressed is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 20 and 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	The Green Belt Review recommended Mayford on the basis of ease of access to Woking Town Centre, stating 7 minutes travel time. This is not the case at peak times, when there is congestion and travel time can be substantially longer. There is poor public transport, a limited bus service and narrow, unlit pedestrian footpaths. There are three single line bridges, and gridlock in the village at peak times. Development of two large sites at Mayford's boundary and as proposed in the Site Allocations will exacerbate congestion, with roads unable to handle additional traffic. Worplesdon rail station would notice a major increase in congestion.	Please reconsider your plans	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review. The way that the transport implications for the DPD proposals are addressed is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 20 and 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	The Green Belt Review recommended Mayford on the basis of ease of access to Woking Town Centre, stating 7 minutes travel time. This is not the case at peak times, when there is congestion and travel time can be substantially longer. There is poor public transport, a limited bus service and narrow, unlit pedestrian footpaths. There are three single line bridges, and gridlock in the village at peak times. Development of two large sites at Mayford's boundary and as proposed in the Site Allocations will exacerbate congestion, with roads unable to handle additional traffic.	Please reconsider your plans	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures that will be necessary will be informed by the Transport Assessment and not the journey time estimates used in the Green Belt boundary review. The way that the transport implications for the DPD proposals are addressed is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 20 and 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	Land North of Saunders Lane should not be considered for development as it includes "Escarpments and Rising Ground of Landscape Importance" (Policy CS24). Without a Landscape Character Assessment, the GBBR is not valid and it is not clear why this area of landscape importance has been ignored.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	
241	Julia	Norris	GB11	Land North of Saunders Lane includes ""Escarpments and Rising Ground of Landscape Importance"" and therefore should not be considered for development. Without a Landscape Character Assessment, the GBBR is not valid and it is not clear why this area of landscape importance has been ignored.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	Land North of Saunders Lane includes ""Escarpments and Rising Ground of Landscape Importance"" and therefore should not be considered for development. Without a Landscape Character Assessment, the GBBR is not valid and it is not clear why this area of landscape importance has been ignored.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	Land North of Saunders Lane includes ""Escarpments and Rising Ground of Landscape Importance"" and therefore should not be considered for development. Without a Landscape Character Assessment, the GBBR is not valid and it is not clear why this area of landscape importance has been ignored.	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	Prey and Smarts Heath are SSSIs and should have a 400m buffer zone around them like the TBH SPA sites as they are 'Important Bird Areas'. The Mayford Village Society is pursuing this and will result in development not being allowed within 400m.	Please reconsider your plans	The 400m exclusion zone from the SPA is justified by Policy CS8 of the Core Strategy and the Saved Policy NRM6 of the South East Plan. It relates to designated SPAs. Whilst it is acknowledged that Mayford Village Society is pursuing the designation of Prey Heath and Smart Heath as SPA, there is no confirmation of such designation. Consequently, it cannot be given the same policy status as SPA. The site continues to be accorded the status as an SSSI, which is valued for its ecological significance and which has its own policy designation. See Policy CS7 of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	Prey and Smarts Heath are SSSIs and should have a 400m buffer zone around them like the TBH SPA sites as they are 'Important Bird Areas'. The Mayford Village Society is pursuing this and will result in development not being allowed within 400m.	Please reconsider your plans	The 400m exclusion zone from the SPA is justified by Policy CS8 of the Core Strategy and the Saved Policy NRM6 of the South East Plan. It relates to designated SPAs. Whilst it is acknowledged that Mayford Village Society is pursuing the designation of Prey Heath and Smart Heath as SPA, there is no confirmation of such designation. Consequently, it cannot be given the same policy status as SPA. The site continues to be accorded the status as an SSSI, which is valued for its ecological significance and which has its own policy designation. See Policy CS7 of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	Prey and Smarts Heath are SSSIs and should have a 400m buffer zone around them like the TBH SPA sites as they are 'Important Bird Areas'. The Mayford Village Society is pursuing this and will result in development not being allowed within 400m.	Please reconsider your plans	The 400m exclusion zone from the SPA is justified by Policy CS8 of the Core Strategy and the Saved Policy NRM6 of the South East Plan. It relates to designated SPAs. Whilst it is acknowledged that Mayford Village Society is pursuing the designation of Prey Heath and Smart Heath as SPA, there is no confirmation of such designation. Consequently, it cannot be given the same policy status as SPA. The site continues to be accorded the status as an SSSI, which is valued for its ecological significance and which has its own policy designation. See Policy CS7 of the Core Strategy.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
241	Julia	Norris	GB9	Prey and Smarts Heath are SSSIs and should have a 400m buffer zone around them like the TBH SPA sites as they are 'Important Bird Areas'. The Mayford Village Society is pursuing this and will result in development not being allowed within 400m.	Please reconsider your plans	The 400m exclusion zone from the SPA is justified by Policy CS8 of the Core Strategy and the Saved Policy NRM6 of the South East Plan. It relates to designated SPAs. Whilst it is acknowledged that Mayford Village Society is pursuing the designation of Prey Heath and Smart Heath as SPA, there is no confirmation of such designation. Consequently, it cannot be given the same policy status as SPA. The site continues to be accorded the status as an SSSI, which is valued for its ecological significance and which has its own policy designation. See Policy CS7 of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	The Green Belt Review was inconsistent in its approach. It identified areas of land not to be considered (due to constraints) then recommended land that contained these constraints (including Mayford - the Review rejected the Ten Acre Site as a Traveller site).	Please reconsider your plans	The methodology for carrying out the Green Belt boundary review is robust and has been consistently applied in the review. The Council does not think its decisions has also been inconsistency. The Council has used a range of studies to inform the DPD. Collectively they justify the allocation of the sites.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	The Green Belt Review was inconsistent in its approach. It identified areas of land not to be considered (due to constraints) then recommended land that contained these constraints (including Mayford - the Review rejected the Ten Acre Site as a Traveller site)	Please reconsider your plans	The methodology for carrying out the Green Belt boundary review is robust and has been consistently applied in the review. The Council does not think its decisions has also been inconsistency. The Council has used a range of studies to inform the DPD. Collectively they justify the allocation of the sites.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	The Green Belt Review was inconsistent in its approach. It identified areas of land not to be considered (due to constraints) then recommended land that contained these constraints (including Mayford - the Review rejected the Ten Acre Site as a Traveller site).	Please reconsider your plans	The methodology for carrying the review is considered sufficiently robust and consistently applied. This issues has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section10.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	The Green Belt Review was inconsistent in its approach. It identified areas of land not to be considered (due to constraints) then recommended land that contained these constraints (including Mayford - the Review rejected the Ten Acre Site as a Traveller site).	Please reconsider your plans	The methodology for carrying the review is considered sufficiently robust and consistently applied. This issues has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section10. The approach taken to meet the needs of Travellers is addressed in Section 4 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	Please reconsider your plans	The flood risk implications of the proposals is addressed in detail in Section 5 of the Council's Issues and Matters Topic Paper. The Council has carried out a sequential test and it is not envisaged that the proposals will lead to unacceptable flood risk to occupants or exacerbate flood risk elsewhere.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	Mayford is key area for absorption of rainwater to alleviate flooding; development will increase surface water and flood risk to surrounding properties.	Please reconsider your plans	The flood risk implications of the proposals is comprehensively addressed in Section 5 of the Council's Issues and Matters Topic Paper. The Council has carried out a sequential test to inform the selection of sites and is satisfied that the proposals will not lead to unacceptable flood risk to occupants or exacerbate flood risk elsewhere.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	Mayford is key area for absorption of rainwater to alleviate flooding; development will increase surface water and flood risk to surrounding properties.	Please reconsider your plans	The flood risk implications of the proposals is comprehensively addressed in Section 5 of the Council's Issues and Matters Topic Paper. The Council has carried out a sequential test to inform the selection of sites and is satisfied that the proposals will not lead to unacceptable flood risk to occupants or exacerbate flood risk elsewhere.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	Mayford is key area for absorption of rainwater to alleviate flooding; development will increase surface water and flood risk to surrounding properties.	Please reconsider your plans	The flood risk implications of the proposals is comprehensively addressed in Section 5 of the Council's Issues and Matters Topic Paper. The Council has carried out a sequential test to inform the selection of sites and is satisfied that the proposals will not lead to unacceptable flood risk to occupants or exacerbate flood risk elsewhere.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected heathlands (Smarts Heath and Prey Heath) due to the proximity of the development.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	
241	Julia	Norris	GB11	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	I strongly object to the proposal for housing on GB8, GB9, GB10 and GB11. The housing will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging of Woking and Guildford, contrary to Green Belt policy. No consideration given to preserving Mayford as a separate settlement, the impact on the character of this isolated village community. Development will have a disproportionate, totally unjustifiable impact on residents, who chose to live in a semi-rural not urban environment.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The site can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. The character and identity of Mayford is protected by Policy CS6 of the Core Strategy. The flooding implications of the proposals is addressed in Section 5 of the Issues and Matters Topic Paper. The traffic implications is	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	I strongly object to GB8, GB9, GB10 and GB11, which will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging Woking and Guildford, contrary to Green Belt policy.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The sites can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and	No further modification is proposed as a result of this representation

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				No consideration given to preserving Mayford as a separate settlement or impact on its character. Residents chose to live in a semi-rural, not urban, environment.		Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. It is not envisaged that based on the evidence the character of the area will be significantly undermined. The character of Mayford in particular is protected by Policy CS6 of the Core Strategy.	
241	Julia	Norris	GB8	I strongly object to GB8, GB9, GB10 and GB11, which will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging Woking and Guildford, contrary to Green Belt policy. No consideration given to preserving Mayford as a separate settlement or impact on its character. Residents chose to live in a semi-rural, not urban, environment.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	I strongly object to GB8, GB9, GB10 and GB11, which will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging Woking and Guildford, contrary to Green Belt policy. No consideration given to preserving Mayford as a separate settlement or impact on its character. Residents chose to live in a semi-rural, not urban, environment.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	I accept the proposed secondary school is a special purpose allowed in Green Belt and support the school proposal including mitigation for traffic congestion, visual and noise pollution, safety measures for students and the public, flooding and run-off.	Please reconsider your plans	Support noted. The school now has planning permission.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC, especially as Policy states that housing need does not justify the harm done to the Green Belt by inappropriate development Green Belt boundaries should only be altered in exceptional circumstances. No independently verified evidence that all Brownfield sites have been exhausted. Areas of Mayford are recommended to be released from the Green Belt to create a defensible boundary. The proposed changes would create a weaker boundary due to the removal of the escarpment. The GBBR incorrectly dismissed the Green Belt purpose 'to preserve the setting and special character of historic towns'. Mayford has a strong history and is mentioned in the Domesday Book. Mayford will become part of Greater Woking. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. This is only classified as Important in the GBBR. There is a high risk to Woking and Guildford merging if Mayford is developed further. WBC states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be Green Belt or not.	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The Green Belt boundary review does not ignore the importance of landscape as a consideration in the site selection process. Indeed, the Council has applied the appropriate approach for assessing the landscape implications for developing the sites. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review also provides evidence to suggest that the proposed allocations north of Saunders Lane can be released from the Green Belt and developed without undermining the integrity of the escarpment. The Council has carried out an assessment of the urban area to meet development needs. The evidence demonstrates that there is not sufficient brownfield land to meet development needs over the entire plan period. This matter is comprehensively covered in Section 11 of the Issues and Matters Topic Paper. The Council is satisfied that the proposals will not undermine the identity of Mayford or its separation from Guildford.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
241	Julia	Norris	GB11	<p>National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC, especially as Policy states that housing need does not justify the harm done to the Green Belt by inappropriate development Green Belt boundaries should only be altered in exceptional circumstances. No independently verified evidence that all Brownfield sites have been exhausted. Areas of Mayford are recommended to be released from the Green Belt to create a defensible boundary. The proposed changes would create a weaker boundary due to the removal of the escarpment. The GBBR incorrectly dismissed the Green Belt purpose 'to preserve the setting and special character of historic towns'. Mayford has a strong history and is mentioned in the Domesday Book.</p> <p>Mayford will become part of Greater Woking. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. This is only classified as Important in the GBBR. There is a high risk to Woking and Guildford merging if Mayford is developed further. WBC states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be Green Belt or not.</p>	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The Green Belt boundary review does not ignore the importance of landscape as a consideration in the site selection process. Indeed, the Council has applied the appropriate approach for assessing the landscape implications for developing the sites. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review also provides evidence to suggest that the proposed allocations north of Saunders Lane can be released from the Green Belt and developed without undermining the integrity of the escarpment. The Council has carried out an assessment of the urban area to meet development needs. The evidence demonstrates that there is not sufficient brownfield land to meet development needs over the entire plan period. This matter is comprehensively covered in Section 11 of the Issues and Matters Topic Paper. The Council is satisfied that the proposals will not undermine the identity of Mayford or its separation from Guildford.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	<p>National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC, especially as Policy states that housing need does not justify the harm done to the Green Belt by inappropriate development Green Belt boundaries should only be altered in exceptional circumstances. No independently verified evidence that all Brownfield sites have been exhausted. Areas of Mayford are recommended to be released from the Green Belt to create a defensible boundary. The proposed changes would create a weaker boundary due to the removal of the escarpment. The GBBR incorrectly dismissed the Green Belt purpose 'to preserve the setting and special character of historic towns'. Mayford has a strong history and is mentioned in the Domesday Book.</p> <p>Mayford will become part of Greater Woking. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. This is only classified as Important in the GBBR. There is a high risk to Woking and Guildford merging if Mayford is developed further. WBC states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be Green Belt or not.</p>	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The Green Belt boundary review does not ignore the importance of landscape as a consideration in the site selection process. Indeed, the Council has applied the appropriate approach for assessing the landscape implications for developing the sites. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review also provides evidence to suggest that the proposed allocations north of Saunders Lane can be released from the Green Belt and developed without undermining the integrity of the escarpment. The Council has carried out an assessment of the urban area to meet development needs. The evidence demonstrates that there is not sufficient brownfield land to meet development needs over the entire plan period. This matter is comprehensively covered in Section 11 of the Issues and Matters Topic Paper. The Council is satisfied that the proposals will not undermine the identity of Mayford or its separation from Guildford.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	<p>National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC, especially as Policy states that housing need does not justify the harm done to the Green Belt by inappropriate development Green Belt boundaries should only be altered in exceptional circumstances. No independently verified evidence that all Brownfield sites have been exhausted. Areas of Mayford are recommended to be released from the Green Belt to create a defensible boundary. The proposed changes would create a weaker boundary due to the removal of the escarpment. The GBBR incorrectly dismissed the Green Belt purpose 'to preserve the setting and special character of historic towns'. Mayford has a strong history and is mentioned in the Domesday Book.</p>	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The Green Belt boundary review does not ignore the importance of landscape as a consideration in the site selection process. Indeed, the Council has applied the appropriate approach for assessing the landscape implications for developing the sites. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7. The Green Belt boundary review also provides evidence to suggest that the proposed allocations north of Saunders Lane can be released from the Green Belt and developed without undermining the integrity of the escarpment. The Council has carried out an assessment of the urban area to meet development needs. The evidence demonstrates that there is not sufficient brownfield land to meet development needs over the entire plan period. This matter is comprehensively covered in Section 11 of the Issues and Matters Topic Paper. The Council is satisfied that the proposals will not undermine the identity of Mayford or its separation from Guildford.	No further modification is proposed as a result of this representation

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				Mayford will become part of Greater Woking. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. This is only classified as Important in the GBBR. There is a high risk to Woking and Guildford merging if Mayford is developed further. WBC states that land available for development is more viable for removal from the Green Belt. The ownership of land has no bearing on whether it should be Green Belt or not.			
241	Julia	Norris	GB11	The Green Belt Review states a school on Egley Road would maintain openness; misleading if the school is a precursor to housing on fields either side later on.	Please reconsider your plans	The Council has always been clear that the Egley Road site is allocated for a school and residential development. The school now has the benefit of planning approval.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	The GBBR indicates that a school on Egley Road would maintain the openness of the area. This is misleading if the development of the school will result in housing on the fields either side of the school later on	Please reconsider your plans	The Council has always been clear that the site at Egley Road referred to is allocated for a school and residential development. The school now has the benefit of planning approval.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	The Green Belt Review states a school on Egley Road would maintain openness; misleading if the school is a precursor to housing on fields either side later on.	Please reconsider your plans	The school now has planning permission. The Council has always been clear that the site is allocated for a school and residential development.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	The Green Belt Review states a school on Egley Road would maintain openness; misleading if the school is a precursor to housing on fields either side later on.	Please reconsider your plans	The school proposal now has planning permission. The Council has always been clear that the site is allocated for a school and residential development.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	<p>The GBBR recommended Mayford on the basis of proximity to a Local Centre. The Mayford Centre has no supporting infrastructure and residents living in any major developments would be isolated unless they have a vehicle.</p> <p>Please reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Mayford is unique in the U.K. and as stated above is mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.</p>	Please reconsider your plans	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. The general approach to addressing the infrastructure needs to support the allocated sites is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	<p>The GBBR recommended Mayford on the basis of proximity to a Local Centre. The Mayford Centre has no supporting infrastructure and residents living in any major developments would be isolated unless they have a vehicle.</p> <p>Please reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Mayford is unique in the U.K. and as stated above is mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.</p>	Please reconsider your plans	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. The general approach to addressing the infrastructure needs to support the allocated sites is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation

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241	Julia	Norris	GB8	<p>The GBBR recommended Mayford on the basis of proximity to a Local Centre. The Mayford Centre has no supporting infrastructure and residents living in any major developments would be isolated unless they have a vehicle.</p> <p>Please reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Mayford is unique in the U.K. and as stated above is mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.</p>	Please reconsider your plans	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. The general approach to addressing the infrastructure needs to support the allocated sites is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	<p>The GBBR recommended Mayford on the basis of proximity to a Local Centre. The Mayford Centre has no supporting infrastructure and residents living in any major developments would be isolated unless they have a vehicle.</p> <p>Please reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Mayford is unique in the U.K. and as stated above is mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.</p>	Please reconsider your plans	<p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. The general approach to addressing the infrastructure needs to support the allocated sites is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB10	<p>No consideration to the impact on infrastructure that the increased population will result in, for existing and new residents. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. The road to Worplesdon Station will be dangerous as there are no pavements. Directing traffic down Saunders Lane is ridiculous - a narrow road with pinch points and significant through traffic at inappropriate speeds.</p>	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB11	<p>No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or</p>	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the</p>	No further modification is proposed as a result of this representation

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				bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Prey Heath Road and Saunders Lane are unsuitable.		<p>Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	
241	Julia	Norris	GB8	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Prey Heath Road and Saunders Lane are unsuitable.	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB9	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Prey Heath Road and Saunders Lane are unsuitable.	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
241	Julia	Norris	GB7	Traveller sites should have adequate amenity for its occupiers, including space for related business activities. Smarts Heath Road is a residential road of 25 houses, with	Please reconsider your plans	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation

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				two Grade Two listed buildings near Ten Acre Farm. Travellers related business activities are out of keeping.			
241	Julia	Norris	GB7	Smarts Heath Road is not currently close to schools. It does not have easy access to local facilities required for a Traveller site.	Please reconsider your plans	The general approach to infrastructure provision to serve the proposals is addressed in detail in Section 3 of the Council's Issues and Matter Topic Paper. It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car.	No further modification is proposed as a result of this representation
241	Julia	Norris	GB8	I accept the proposed secondary school is a special purpose allowed in Green Belt and support the school proposal including mitigation for traffic congestion, visual and noise pollution, safety measures for students and the public, flooding and run-off. Strongly object to associated leisure centre, running track, football and other sports pitches, cafe, associated car parking and access provisions. Totally inappropriate development in residential area. Do not meet 800m separation policy. There would be substantial traffic increase on already overloaded road system, especially at peak times. Unfortunate lack of transparency by the Council.	None stated.	The school now has planning permission.	No further modification is proposed as a result of this representation
844	Ian	Norris	GB12	Once development is permitted the Green Belt will be lost forever. It will make an enjoyable place to live another suburban gridlocked town. Look forward to the proposals being dropped.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 21.0. In addition, the Council has specific policies in place to make sure that any development proposals will not have an adverse impact on local character. This has been set out in the Council's Issues and Matters Topic Paper. See Section 23.0.	No further modification is proposed as a result of this representation
844	Ian	Norris	GB13	Once development is permitted the Green Belt will be lost forever. It will make an enjoyable place to live another suburban gridlocked town. Look forward to the proposals being dropped.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 21.0. In addition, the Council has specific policies in place to make sure that any development proposals will not have an adverse impact on local character. This has been set out in the Council's Issues and Matters Topic Paper. See Section 23.0.	No further modification is proposed as a result of this representation
844	Ian	Norris	GB12	Object to development proposals in Pyrford based on impact on residents and Green Belt principles. Consequences of proposals are have not been considered, the road network is at capacity and further development will make the situation worse. Pyrford has a poor public transport system with limited bus services.	None stated.	<p>The representation regarding the principle of Green Belt development and impact on landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 7.0.</p> <p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation

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						The existing bus service and frequency is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	
844	Ian	Norris	GB13	Object to development proposals in Pyrford based on impact on residents and Green Belt principles. Consequences of proposals are have not been considered, the road network is at capacity and further development will make the situation worse. Pyrford has a poor public transport system with limited bus services.	None stated.	<p>The representation regarding the principle of Green Belt development and impact on landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 7.0.</p> <p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The existing bus service and frequency is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB12	Schools and health services are at capacity and it is difficult to find parking at the Health Centre.	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The Council notes the parking situation at West Byfleet Health Centre. As part of site UA51, the Council is proposing the comprehensive redevelopment of part of the centre of West Byfleet. The Council has a Parking Standards SPD which sets out specific requirements for parking for new development. The SPD will be applied when development such as site UA51 comes forward. In addition, Core Strategy Policy CS18 allows a number of factors to be taken into account in applying the standard, including proximity to public transport and existing traffic congestion.</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB13	Schools and health services are at capacity and it is difficult to find parking at the Health Centre.	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8. The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The Council notes the parking situation at West Byfleet Health Centre. As part of site UA51, the Council is proposing the comprehensive redevelopment of part of the centre of West Byfleet. The Council has a Parking Standards SPD which sets out specific requirements for parking for new development. The SPD will be applied when development such as site UA51 comes forward. In addition, Core Strategy Policy CS18 allows a number of factors to be taken into account in applying the standard, including proximity to public transport and existing traffic congestion.</p>	
844	Ian	Norris	GB12	The trains are at capacity at rush hour and tickets are expensive. Further passenger demand would make the situation worse.	None stated.	<p>It is agreed that peak hour trains are operating at or above capacity. This has been noted within the Network Rail Wessex Route Plan which states that 'Commuter travel in the peaks continues to grow leading to frequent overcrowding with some passengers having to stand on journeys to London from as far away as Andover and Winchester'. Within the same report, Network Rail has published its future investment programme to improve the rail infrastructure in the Borough. This includes a grade separated flyover at Woking Station to increase capacity on the network. This particular infrastructure proposal has included within Site Allocation UA23. Any further rail investment programmes will be used in inform the next review of the Woking Infrastructure Delivery Plan (IDP).</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB13	The trains are at capacity at rush hour and tickets are expensive. Further passenger demand would make the situation worse.	None stated.	<p>It is agreed that peak hour trains are operating at or above capacity. This has been noted within the Network Rail Wessex Route Plan which states that 'Commuter travel in the peaks continues to grow leading to frequent overcrowding with some passengers having to stand on journeys to London from as far away as Andover and Winchester'. Within the same report, Network Rail has published its future investment programme to improve the rail infrastructure in the Borough. This includes a grade separated flyover at Woking Station to increase capacity on the network. This particular infrastructure proposal has included within Site Allocation UA23. Any further rail investment programmes will be used in inform the next review of the Woking Infrastructure Delivery Plan (IDP).</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB12	The loss of green space and landscape views can not be replaced.	None stated.	<p>The Council accepts that any land taken out of the Green Belt will lead to a reduction of the amount of Green Belt land and the benefits it brings to the particular communities where the land is situated. Whilst the Council sympathises with this concern, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. Taking into account the constraints of the Borough and the available evidence, the proposed allocations are the most sustainable to deliver the objectives of the Core Strategy when compared against other reasonable alternatives. The Sustainability Appraisal Report provides the evidence to support this view. Whilst not underplaying the significance of the benefits of Green Belt land to individual local communities, the overall total of Green Belt land proposed to be released from the Green Belt to meet development needs up to 2040 is about 3.46% of the total area of the Green Belt. Presently, the Green Belt is about 63.27% of the total area of the Borough. When all the allocated sites have been developed the Green Belt will be about 61.8% of the total area of the Borough. The amount of land being proposed to be released is therefore relatively modest.</p> <p>The representation regarding views and landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.</p> <p>In landscape terms, most of the allocations have the capacity to accommodate change. This is set out within the Green Belt Boundary Review. Development can be achieved on this site without undermining the landscape character of the area. Core Strategy Policies CS21 and CS24 will be taken into account at the Development Management stage, in particular protecting important views.</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB13	The loss of green space and landscape views can not be replaced.	None stated.	<p>The Council accepts that any land taken out of the Green Belt will lead to a reduction of the amount of Green Belt land and the benefits it brings to the particular communities where the land is situated. Whilst the Council sympathises with this concern, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. Taking into account the constraints of the Borough and the available evidence, the proposed allocations are the most sustainable to deliver the objectives of the Core Strategy when compared against other reasonable alternatives. The Sustainability Appraisal Report provides the evidence to support this view. Whilst not underplaying the significance of the benefits of Green Belt land to individual local communities, the overall total of Green Belt land proposed to be released from the Green Belt to meet development needs up to 2040 is about 3.46% of the total area of the Green Belt. Presently, the Green Belt is about 63.27% of the total area of the Borough. When all the allocated sites have been developed the Green Belt will be about 61.8% of the total area of the Borough. The amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>The representation regarding views and landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.</p> <p>In landscape terms, most of the allocations have the capacity to accommodate change. This is set out within the Green Belt Boundary Review. Development can be achieved on this site without undermining the landscape character of the area. Core Strategy Policies CS21 and CS24 will be taken into account at the Development Management stage, in particular protecting important views.</p>	
844	Ian	Norris	GB12	The road network is at capacity and further development will make the situation worse. There is the potential for more accidents.	None stated.	<p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p>	No further modification is proposed as a result of this representation
844	Ian	Norris	GB13	The road network is at capacity and further development will make the situation worse. There is the potential for more accidents.	None stated.	<p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p>	No further modification is proposed as a result of this representation
742	Darran	Oajkley	GB4	Object to Green Belt proposals. The Green Belt land in Byfleet frequently floods so why built on it?	None stated.	The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
742	Darran	Oajkley	GB5	Object to Green Belt proposals. The Green Belt land in Byfleet frequently floods so why built on it?	None stated.	The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
742	Darran	Oajkley	General	I fully understand the need for more housing but please can common sense and Byfleet be spared yet more development	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
742	Darran	Oajkley	GB4	The Green Belt must be preserved and there must be other land available for development.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 11.0.	No further modification is proposed as a result of this representation
742	Darran	Oajkley	GB5	The Green Belt must be preserved and there must be other land available for development.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 11.0.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
742	Darran	Oajkley	GB4	The A245 is constantly gridlocked	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
742	Darran	Oajkley	GB5	The A245 is constantly gridlocked	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The key requirements also note that improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	The site is too large for development and would create an estate that would be at od with the semi-rural character of the local area.	I know the council feel they will be short of 550 houses which have to be built before 2027 but a	<p>To clarify the Site Allocations DPD does not allocate site GB14 for development but for green infrastructure.</p> <p>Nevertheless, most of the housing need for the Borough is internally generated. Consequently, it is envisaged that planning to meet that need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of some areas/war. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					much smaller development along Saunders lane would be much more satisfactory, keeping the fields at the base of the escarpment as green belt between Hook Heath and Mayford.	<p>accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined.</p> <p>Section 7.0 of the Issues and Matters Topic Paper also addresses the representation regarding landscape character.</p> <p>The Core Strategy (Policy CS10: Housing provision and distribution) provides an indication of the densities that could be achieved at various broad locations such as the Green Belt. The Council takes the view that the proposed anticipated densities are reasonable and are broadly in line with the Core Strategy. It is always emphasised that the proposed densities are indicative and actual densities can only be agreed on a case by case basis depending on the merits of each proposal at the planning application stage. As a general rule, it is important to highlight that lesser densities or smaller development sites as suggested would require the Council to identify more Green Belt land to meet the identified need.</p>	
1589	Judith	Oakley	GB10	The site is too large for development and would create an estate that would be at od with the semi-rural character of the local area.	I know the council feel they will be short of 550 houses which have to be built before 2027 but a much smaller development along Saunders lane would be much more satisfactory, keeping the fields at the base of the escarpment as green belt between Hook Heath and Mayford.	<p>To clarify the Site Allocations DPD does not allocate site GB14 for development but for green infrastructure.</p> <p>Nevertheless, most of the housing need for the Borough is internally generated. Consequently, it is envisaged that planning to meet that need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of some areas/war. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined.</p> <p>Section 7.0 of the Issues and Matters Topic Paper also addresses the representation regarding landscape character.</p> <p>The Core Strategy (Policy CS10: Housing provision and distribution) provides an indication of the densities that could be achieved at various broad locations such as the Green Belt. The Council takes the view that the proposed anticipated densities are reasonable and are broadly in line with the Core Strategy. It is always emphasised that the proposed densities are indicative and actual densities can only be agreed on a case by case basis depending on the merits of each proposal at the planning application stage. As a general rule, it is important to highlight that lesser densities or smaller development sites as suggested would require the Council to identify more Green Belt land to meet the identified need.</p>	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB11	The site is too large for development and would create an estate that would be at od with the semi-rural character of the local area.	I know the council feel they will be short of 550 houses which have to be built before 2027 but a much smaller development along Saunders lane would be much more satisfactory, keeping the fields at the base of the escarpment as green belt between Hook Heath and	<p>To clarify the Site Allocations DPD does not allocate site GB14 for development but for green infrastructure.</p> <p>Nevertheless, most of the housing need for the Borough is internally generated. Consequently, it is envisaged that planning to meet that need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of some areas/war. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined.</p> <p>Section 7.0 of the Issues and Matters Topic Paper also addresses the representation regarding landscape character.</p> <p>The Core Strategy (Policy CS10: Housing provision and distribution) provides an indication of the densities that could be achieved at various broad locations such as the Green Belt. The Council takes the view that the proposed anticipated densities are reasonable and are broadly in line with the Core Strategy. It is always emphasised that the proposed densities are indicative and actual densities can only be agreed on a case by case basis depending on the merits of each proposal at the planning application stage. As a general rule, it is important to highlight that lesser densities or smaller development sites as suggested would require the Council to identify more Green Belt land to meet the identified need.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					Mayford.		
1589	Judith	Oakley	GB14	The site is too large for development and would create an estate that would be at od with the semi-rural character of the local area.	I know the council feel they will be short of 550 houses which have to be built before 2027 but a much smaller development along Saunders lane would be much more satisfactory, keeping the fields at the base of the escarpment as green belt between Hook Heath and Mayford.	To clarify the Site Allocations DPD does not allocate site GB14 for development but for green infrastructure. Nevertheless, most of the housing need for the Borough is internally generated. Consequently, it is envisaged that planning to meet that need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of some areas/war. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. Section 7.0 of the Issues and Matters Topic Paper also addresses the representation regarding landscape character. The Core Strategy (Policy CS10: Housing provision and distribution) provides an indication of the densities that could be achieved at various broad locations such as the Green Belt. The Council takes the view that the proposed anticipated densities are reasonable and are broadly in line with the Core Strategy. It is always emphasised that the proposed densities are indicative and actual densities can only be agreed on a case by case basis depending on the merits of each proposal at the planning application stage. As a general rule, it is important to highlight that lesser densities or smaller development sites as suggested would require the Council to identify more Green Belt land to meet the identified need.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	Object to the leisure centre that will be open continuously. Flood lighting and hours of operation will have a negative impact on adjacent properties and traffic issues on Egley Road.	None stated.	The proposed leisure centre at site GB8 is not intended to be open continuously. As part of the planning permission granted for the site, there are strict conditions on opening/operational hours, see condition 55. As noted in the Officer's Report to the Planning Committee for the proposed school and leisure facilities, the proposed scheme will not have an adverse impact on residential properties. This is due to the separation distances between the proposed land uses and the adjacent residential properties and the Planning Conditions attached to the planning permission. Through good design and, where necessary mitigation measures, it is possible to achieve a satisfactory relationship between different land uses. The key requirements for the allocation note a number of site specific infrastructure improvements that will need to be carried out before the site becomes operational. The proposed school has carried out detailed transport studies in order to mitigate the impact of the development on the local infrastructure network. This has been considered appropriate and suitable by the Local Planning Authority and County Highways Authority.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	Support the need for a secondary school which is needed	None stated.	Support for the principle of a secondary school on the site is noted.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	Objects to development proposals in Mayford. Green Belt separates Hook Heath from Mayford. One of the principles of Green Belt is to prevent towns and villages from merging.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB10	Objects to development proposals in Mayford. Green Belt separates Hook Heath from Mayford. One of the principles of Green Belt is to prevent towns and villages from merging.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB11	Objects to development proposals in Mayford. Green Belt separates Hook Heath from Mayford. One of the principles of Green Belt is to prevent towns and villages from merging.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB14	Objects to development proposals in Mayford. Green Belt separates Hook Heath from Mayford. One of the principles of Green Belt is to prevent towns and villages from merging.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0.	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. Strongly object to proposals outside of the Plan period.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 2.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB10	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. Strongly object to	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 2.0	No further modification is proposed as a result

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				proposals outside of the Plan period.			of this representation
1589	Judith	Oakley	GB11	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. Strongly object to proposals outside of the Plan period.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 2.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB14	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. Strongly object to proposals outside of the Plan period.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 and Section 2.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB8	The proposed housing densities are significantly higher than the average density of the local area and would be contrary to the NPPF.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB10	The proposed housing densities are significantly higher than the average density of the local area and would be contrary to the NPPF.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB11	The proposed housing densities are significantly higher than the average density of the local area and would be contrary to the NPPF.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
1589	Judith	Oakley	GB14	The proposed housing densities are significantly higher than the average density of the local area and would be contrary to the NPPF.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
1259	Stephanie	O'Callaghan	UA35	<p>Background information for the site is provided.</p> <p>The site was formerly used as a gas works which previously held a large gas holder. This has now been demolished albeit the former gas holder hard standing (pad) remains.</p> <p>SGN is undergoing a strategic review of its portfolio owing to the OFGEM requirement to decommission obsolete terranean gas storage facilities in favour of a subterranean pipe network. Development opportunities is likely to become available in the next 5-7 years.</p> <p>Concern raised that the Council has not given due regard to the significant costs related to the dismantling of associated infrastructure and decontamination of the site which thus would require land uses of sufficient value to ensure the redevelopment of the site is viable.</p>	None stated.	The background information is helpful and will be used to inform the key requirements for the site	No further modification is proposed as a result of this representation
1259	Stephanie	O'Callaghan	UA35	<p>The NPPF is clear that planning policy should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed (paragraph 22). Therefore alternative uses should be considered having regard to market signals, need and viability (paragraph 173).</p> <p>Redevelopment of the site will result in significant abnormal costs for enabling works substantial costs related to the dismantling of associated infrastructure. This will prohibit traditional Class B employment uses from being viable alternatives.</p> <p>The proposal in the Site Allocation DPD is therefore contrary to the NPPF.</p>	None stated.	The Council is aware of paragraph 22 in the NPPF, however this matter is addressed above. The Core Strategy is expected and committed to the comprehensive delivery of the requirements set out in the Core Strategy. The site is located within designated employment area which is required to contribute to the provision of employment floor space to meet future needs.	No further modification is proposed as a result of this representation
1259	Stephanie	O'Callaghan	UA35	<p>SGN Scotia Gas Networks is working on making the available for redevelopment.</p> <p>Object to the site allocation on the basis that it fails to comply with paragraph 22 and 173 of the NPPF. The site should be unallocated.</p>	Object to site being allocated for the proposed use.	This matter has been addressed above.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				<p>It is proposed that the site be zoned as 'white land' to allow for future development that does not restrict the future use of the site.</p> <p>The redevelopment of the site would remove the HSE PADHI zone limitation on surrounding development opportunities and therefore have a cumulative effect on development capacity in this location, a positive benefit to adjacent land holdings.</p>	Suggests the site should be allocated for as 'white land' to allow for flexibility in the future land use		
1259	Stephanie	O'Callaghan	UA35	<p>The site does not provide any permanent employment opportunities at present. The adjoining area is in residential use and this site does not make a positive contribution to the appearance of this area. The redevelopment of the site for industrial/warehouse uses may cause harm to residential amenity.</p> <p>These representations deal principally with the issue land use.</p>	None stated.	<p>This matter has been addressed above and is supported with by Sustainability Appraisal.</p> <p>The Council is confident that there are sufficient and robust policies including Core Strategy policy CS21 and a Design SPD to make sure that any proposals for the development take a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated.</p>	No further modification is proposed as a result of this representation
1259	Stephanie	O'Callaghan	UA35	<p>The development of the former gas storage site has an impact on the development potential of surrounding land uses by virtue of the restrictions set out in the HSE's land use planning methodology (PADHI-Planning Advice for Developments near Hazardous Installations).</p> <p>Acknowledges the allocation of the site within an Employment Area in the Core Strategy.</p> <p>This submission does not propose closure of the Hazardous Substance consent but seeks to ensure that there is the appropriate flexibility should this happen over the life of the plan.</p>	None stated.	<p>The representation correctly notes that the site has been identified as an employment area in the adopted Core Strategy. The Core Strategy is expected and committed to the comprehensive delivery of the requirements set out in the Core Strategy, as well as housing and retail, the Core Strategy makes provision for the delivery of office and warehouse floor space to meet future need. To achieve this CS15 seeks to address the need on existing employment sites, including UA35.</p>	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB4	Much of Byfleet and the proposed area has already been flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB5	Much of Byfleet and the proposed area has already been flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB4	The Green Belt must be preserved as there is other land available	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB5	The Green Belt must be preserved as there is other land available	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB4	The A245 will be unusable. There is other land available. The current infrastructure provision is inadequate and must be addressed before any future development.	None stated.	<p>The representation regarding infrastructure provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The representation regarding alternative sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0.</p>	No further modification is proposed as a result of this representation
1595	A	O'Connell	GB5	The A245 will be unusable. There is other land available. The current infrastructure provision is inadequate and must be addressed before any future development.	None stated.	<p>The representation regarding infrastructure provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						The representation regarding alternative sites has been addressed in the Council's Issues and Matters Topic Paper. See Section 9.0.	
466	Helen	O'Donovan	GB13	This field was not recommended by the Council's own planning consultants. It appears the owners have added this field in the hope that they will get approval for some of the other (GB12) field. Development of either field would be detrimental and there are other locations that do not have these justifications against development. Adding this field has increased the respondents resolve to object to development of either field.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and 21.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	The close location of the Co-Op shops are given as a reason for development, but access to work and to larger scale shops at West Byfleet and Brooklands have greater significance.	None stated.	It is acknowledged that residents of the new development will need to access a range of shops, services and employment. There will be potential for improvements to local infrastructure, including to transport infrastructure, through contributions to the Community Infrastructure Levy. This is further detailed in Section 3.0 of the Council's Issues and Matters Topic Paper and also in the Key Requirements of the draft allocation. The Council will ensure that for any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	The close location of the Co-Op shops are given as a reason for development, but access to work and to larger scale shops at West Byfleet and Brooklands have greater significance.	None stated.	It is acknowledged that residents of the new development will need to access a range of shops, services and employment. There will be potential for improvements to local infrastructure, including to transport infrastructure, through contributions to the Community Infrastructure Levy. This is further detailed in Section 3.0 of the Council's Issues and Matters Topic Paper and also in the Key Requirements of the draft allocation. The Council will ensure that for any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	The proposed development would create additional traffic and congestion on Coldharbour Lane/ Engliff Lane, which currently does not cope at peak times. The proposal is therefore illogical given other more suitable locations.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, and Section 9.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	The proposed development would create additional traffic and congestion on Coldharbour Lane/ Engliff Lane, which currently does not cope at peak times. The proposal is therefore illogical given other more suitable locations.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11, and Section 9.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Alternatives: There is an over abundance of golf courses in the Pyrford area. Are so many warranted or sustainable, particularly when considering long term housing need? Golf courses serve a relatively small proportion of the community, as may be suitable in terms of access (to roads and rail), topography and visual impact. Also sites on Old Woking Road are flatter, generally more shielded and have better access roads. First, small/infill sites should be used for housing, such as Sheer House.	Alternative sites suggested are: firstly small/infill sites such as Sheer House; then golf courses at Hoebridge, Pyrford, West Byfleet, New Zealand, Traditions and Wisley; and locations on Old Woking Road.	Smaller, infill sites within the urban area are generally either already being used, developed or are allocated for development within this draft DPD (Sheer House is part of allocation UA51). This representation is further addressed in the Council's Issues and Matters Topic Paper, Sections 9.0, 10.0 and 11.0. It should be noted that many golf courses will also be designated as Green Belt, and would have been assessed as part of the Green Belt Review. The fact they are used as golf courses wouldn't mean they are any more suitable for development than other Green Belt land. Also availability of these sites, in current use as golf courses, would need to be considered.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Alternatives: There is an over abundance of golf courses in the Pyrford area. Are so many warranted or sustainable, particularly when considering long term housing need. Golf courses serve a relatively small proportion of the community, as may be suitable in terms of access (to roads and rail), topography and shielding. First, small/infill sites should be used for housing, such as Sheer House.	Alternative sites suggested are: firstly small/infill sites such as Sheer House; then golf courses at Hoebridge, Pyrford, West Byfleet, New Zealand,	Smaller, infill sites within the urban area are generally either already being used, developed or are allocated for development within this draft DPD (Sheer House is part of allocation UA51). This representation is further addressed in the Council's Issues and Matters Topic Paper, Sections 9.0, 10.0 and 11.0. It should be noted that many golf courses will also be designated as Green Belt, and would have been assessed as part of the Green Belt Review. The fact they are used as golf courses wouldn't mean they are any more suitable for development than other Green Belt land. Also availability of these sites, in current use as golf courses, would need to be considered.	No further modification is proposed as a result of this representation

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					Traditions and Wisley; and locations on Old Woking Road.		
466	Helen	O'Donovan	GB12	Development would be irrevocably detrimental to a unique and beautiful part of the countryside. There would be a detrimental effect from houses on Aviary Road and those who walk along Sandy Lane or drive/ walk along the B367 to or from Ripley.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Development would be irrevocably detrimental to a unique and beautiful part of the countryside. There would be a detrimental effect from houses on Aviary Road and those who walk along Sandy Lane or drive/ walk along the B367 to or from Ripley.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Vouches for the strong views of local residents who oppose the proposals. The Council should give careful consideration to these in balancing the need for housing with the importance of not irrevocably damaging the landscape, use and enjoyment of the area for residents, visitors and those who travel through it.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Vouches for the strong views of local residents who oppose the proposals. The Council should give careful consideration to these in balancing the need for housing with the importance of not irrevocably damaging the landscape, use and enjoyment of the area for residents, visitors and those who travel through it.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Houses would be sold under the misapprehension that there would be a viable means to commute in a reasonable period of time. The service into London is already full. Better alternative sites for development are those that offer the walking access to the station.	Better alternative sites are those that offer walking access to the station.	The point on train capacity is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. On parking, the Council sets specific requirements within its Parking Supplementary Planning Guidance, and has a policy framework for car parking (with regard to the locational characteristics of a site) in Core Strategy CS18. The Council's Parking Services Section also works to address specific car parking issues, to ensure there is adequate provision to meet the needs of visitors, shoppers, commuters and businesses in West Byfleet.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Houses would be sold under the misapprehension that there would be a viable means to commute in a reasonable period of time. The service into London is already full. Better alternative sites for development are those that offer the walking access to the station.	Better alternative sites are those that offer walking access to the station.	The point on train capacity is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. On parking, the Council sets specific requirements within its Parking Supplementary Planning Guidance, and has a policy framework for car parking (with regard to the locational characteristics of a site) in Core Strategy CS18. The Council's Parking Services Section also works to address specific car parking issues, to ensure there is adequate provision to meet the needs of visitors, shoppers, commuters and businesses in West Byfleet.	No further modification is proposed as a result of this representation

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466	Helen	O'Donovan	GB12	Has a family and expects to live in the area over the long term, meaning that the 2027-2040 timeframe for this proposal is particularly pertinent.	None stated.	Objection noted.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Has a family and expects to live in the area over the long term, meaning that the 2027-2040 timeframe for this proposal is particularly pertinent.	None stated.	Objection noted.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Outlines the importance of good development, and that the way we build and location of development has significant longstanding influences on the way we live, enjoy the area and respect the land which we are short term caretakers of.	None stated.	These comments are noted. However, the Core Strategy Policy CS21: Design, the Design Supplementary Planning Document (SPD) and Outlook, Amenity, Privacy and Daylight SPD include robust policies and guidance to make sure that the design of development that will come forward on the allocated sites achieves a satisfactory relationship to adjoining properties and to ensure it positively contributes to local character. It should be noted that Tall Buildings are given particular attention in the Council's Design SPD, with guidance set out for development proposals.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Outlines the importance of good development, and that the way we build and location of development has significant longstanding influences on the way we live, enjoy the area and respect the land which we are short term caretakers of.	None stated.	These comments are noted. However, the Core Strategy Policy CS21: Design, the Design Supplementary Planning Document (SPD) and Outlook, Amenity, Privacy and Daylight SPD include robust policies and guidance to make sure that the design of development that will come forward on the allocated sites achieves a satisfactory relationship to adjoining properties and to ensure it positively contributes to local character. It should be noted that Tall Buildings are given particular attention in the Council's Design SPD, with guidance set out for development proposals.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Looking at the bigger and longer term picture preserving the community/ village feel with trees/views of fields is more important, and development of this site would be a planning and architectural mistake. I have tried to be objective and balanced in forming and presenting the reasons for these strongly held views, and in submitting these objections. I trust the Council will give careful consideration to this email and the community's views.	None stated.	Objection noted. The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. In addition, the landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Looking at the bigger and longer term picture preserving the community/ village feel with trees/views of fields is more important, and development of this site would be a planning and architectural mistake. I have tried to be objective and balanced in forming and presenting the reasons for these strongly held views, and in submitting these objections. I trust the Council will give careful consideration to this email and the community's views.	None stated.	Objection noted. The justification for the release of land from the Green Belt for development, and for safeguarding sites to meet future development needs (after 2027) is comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 1.0 and 2.0. In addition, the landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	The topography, slope of the land and views from the proposed development means that development at this site would have a much greater impact than at alternative locations which are flatter and shielded from view.	Alternative locations would be flatter and shielded from view.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	The topography, slope of the land and views from the proposed development means that development at this site would have a much greater impact than at alternative locations which are flatter and shielded from view.	Alternative locations would be flatter and shielded from view.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.	No further modification is proposed as a result of this representation

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466	Helen	O'Donovan	GB12	Objects to proposal to build on this site.	None stated.	Objection noted.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Objects to proposal to build on this site.	None stated.	Objection noted.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	It appears the owners have added this field in the hope that they will get approval for some of the other (GB12) field. Development of either field would be detrimental and there are other locations that do not have these justifications against development. Adding this field has increased the respondents resolve to object to development of either field.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and 21.0.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Attractive aspects of Pyrford are the village feel, strong sense of community, semi-rural aspect, trees and potential for walking, particularly along Sandy Lane.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Attractive aspects of Pyrford are the village feel, strong sense of community, semi-rural aspect, trees and potential for walking, particularly along Sandy Lane.	None stated.	The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. It is envisaged that planning to meet local housing need should not undermine the overall social fabric of the area. There is no doubt that the development of the sites will increase the population of Pyrford. However, it is expected that development will be supported by adequate infrastructure (as outlined in the Council's Issues and Matters Topic Paper, Section 3.0) to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	Residents of new development would need to travel to work. This would increase congestion through Ripley as people use the route to access the A3. Single lane routes in several locations would be unable to safely cope with the increased traffic.	None stated.	The Council's approach to traffic and transport issues is addressed in Section 3.0, paragraphs 3.6 and 3.11, and Section 24.0 of the Council's Issues and Matters Topic Paper. In addition, the Council is working with Guildford Borough Council, the Highways Authority (at Surrey County Council) and the Highways Agency to address cross boundary traffic issues, particularly regarding access to the A3.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	Residents of new development would need to travel to work. This would increase congestion through Ripley as people use the route to access the A3. Single lane routes in several locations would be unable to safely cope with the increased traffic.	None stated.	The Council's approach to traffic and transport issues is addressed in Section 3.0, paragraphs 3.6 and 3.11, and Section 24.0 of the Council's Issues and Matters Topic Paper. In addition, the Council is working with Guildford Borough Council, the Highways Authority (at Surrey County Council) and the Highways Agency to address cross boundary traffic issues, particularly regarding access to the A3.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB12	The majority of residents would travel to work by train and would need to drive to the station. The car park at West Byfleet station is full, despite the trend of part-time homeworking patterns. Buses are not a viable option for commuters.	None stated.	The Council's approach to traffic and transport issues is addressed in Section 3.0, paragraphs 3.6 and 3.11 of the Council's Issues and Matters Topic Paper. On parking, the Council sets specific requirements within its Parking Supplementary Planning Guidance, and has a policy framework for car parking (with regard to the locational characteristics of a site) in Core Strategy CS18. The Council's Parking Services Section also works to address specific car parking issues, to ensure there is adequate provision to meet the needs of visitors, shoppers, commuters and businesses in West Byfleet. The point on bus travel is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	The majority of residents would travel to work by train and would need to drive to the station. The car park at West Byfleet station is full, despite the trend of part-time	None stated.	The Council's approach to traffic and transport issues is addressed in Section 3.0, paragraphs 3.6 and 3.11 of the Council's Issues and Matters Topic Paper. On parking, the Council sets specific requirements within its Parking Supplementary Planning Guidance, and has a policy	No further modification is proposed as a result of this representation

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				homeworking patterns. Buses are not a viable option for commuters.		framework for car parking (with regard to the locational characteristics of a site) in Core Strategy CS18. The Council's Parking Services Section also works to address specific car parking issues, to ensure there is adequate provision to meet the needs of visitors, shoppers, commuters and businesses in West Byfleet. The point on bus travel is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	
466	Helen	O'Donovan	GB12	A Green Belt aspect enjoyed by all should have greater weight than the prospect of reducing the size of just one golf course and/or utilising a flat location closer to infrastructure and more shielded thus having less visual and traffic impact.	Suggests use of a golf course or a flat location closer to infrastructure, instead of the Pyrford sites.	The Council has assessed reasonable alternative sites in the process of selecting preferred sites for potential allocation. Availability of land may well have been an issue with regard to the suggested types of location. This is detailed in the Council's Issues and Matters Topic Paper, Section 9.0 and 10.0 (paragraph 10.3).	No further modification is proposed as a result of this representation
466	Helen	O'Donovan	GB13	A Green Belt aspect enjoyed by all should have greater weight than the prospect of reducing the size of just one golf course and/or utilising a flat location closer to infrastructure and more shielded thus having less visual and traffic impact.	Suggests use of a golf course or a flat location closer to infrastructure, instead of the Pyrford sites.	The Council has assessed reasonable alternative sites in the process of selecting preferred sites for potential allocation. Availability of land may well have been an issue with regard to the suggested types of location. This is detailed in the Council's Issues and Matters Topic Paper, Section 9.0 and 10.0 (paragraph 10.3).	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB12	Due to the location of the sites the predominant mode of transport will be the car. The area does not have the road infrastructure to cope with additional traffic, which will exacerbate existing congestion and pollution in the village (particularly at peak and school drop off/ collection times) and create an intimidating and dangerous built environment for our children.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB13	Due to the location of the sites the predominant mode of transport will be the car. The area does not have the road infrastructure to cope with additional traffic, which will exacerbate existing congestion and pollution in the village (particularly at peak and school drop off/ collection times) and create an intimidating and dangerous built environment for our children.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB12	The area has a plethora of golf courses, not all being fully used and not all in the flood plain - they would be a more obvious choice. Asks whether the Council has really exhausted the possibility of development brownfield sites in the Borough.	Suggests golf courses that are not being fully used nor in the flood plain as alternative sites. Asks if the Council has really exhausted the possibility of developing brownfield sites.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 9.0, 10.0 and 11.0. It should also be noted that many golf courses will also be designated as Green Belt, and would have been assessed as part of the Green Belt Review. The fact they are used as golf courses wouldn't mean they are any more suitable for development than other Green Belt land. Also availability of these sites, in current use as golf courses, would need to be considered.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB13	The area has a plethora of golf courses, not all being fully used and not all in the flood plain - they would be a more obvious choice. Asks whether the Council has really exhausted the possibility of development brownfield sites in the Borough.	Suggests golf courses that are not being fully used nor in the flood plain as	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper, Sections 9.0, 10.0 and 11.0. It should also be noted that many golf courses will also be designated as Green Belt, and would have been assessed as part of the Green Belt Review. The fact they are used as golf courses wouldn't mean they are any more suitable for development than other Green Belt land. Also availability of these sites, in current use as golf courses, would need to be considered.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					alternative sites. Asks if the Council has really exhausted the possibility of developing brownfield sites.		
1473	Malcolm	O'Donovan	GB12	The '200 field' [GB13] was not recommended by the Council's planning consultants in the GBR. It appears the owners of the '223 field' [GB12] have added the '200 field' at the last minute in the hope that if asking for more they will get approval of some of the '223 field'. However, for the reasons set out, development of either field would be detrimental and there are other locations that do not have justifications against development. The addition of the second field has increased my resolve to object to development of both fields.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and 21.0.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB13	The '200 field' [GB13] was not recommended by the Council's planning consultants in the GBR. It appears the owners of the '223 field' [GB12] have added the '200 field' at the last minute in the hope that if asking for more they will get approval of some of the '223 field'. However, for the reasons set out, development of either field would be detrimental and there are other locations that do not have justifications against development. The addition of the second field has increased my resolve to object to development of both fields.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 17.0 and 21.0.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB12	Objects to the proposals for the following reasons: Topography /slope of the land means that development of either field would be irrevocably detrimental to a unique and beautiful part of the countryside.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The landscape and townscape character of Pyrford is acknowledged and well documented in the Heritage of Woking and Woking Character Study. Development will be built to high environmental and design standards in accordance with the environmental and climate change requirements of the Core Strategy, to take account of the setting and landscape of the sites. Overall, the Council is satisfied that the character of the area will not be significantly undermined. The key requirements for the site also note that the site must provide open space and include improvements or new green infrastructure.	No further modification is proposed as a result of this representation
1473	Malcolm	O'Donovan	GB13	Objects to the proposals for the following reasons: Topography /slope of the land means that development of either field would be irrevocably detrimental to a unique and beautiful part of the countryside. This field is on the crest of a hill and therefore on the Pyrford Escarpment to the North Downs.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0.	No further modification is proposed as a result of this representation
799	Susan	Offen	GB15	The canal area floods after heavy rains.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
799	Susan	Offen	GB15	It is close to the M25 and will cause more noise pollution.	None stated.	The key requirements for the site note that due to the significant traffic on the M25, the development will need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, which would also include impacts from Parvis Road. The Council also has a robust policy framework to make sure that developments near sources of noise provide mitigation measures.	No further modification is proposed as a result of this representation
799	Susan	Offen	GB15	There will be a negative impact on wildlife and biodiversity.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless this proposed allocation will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues, as set out in the key requirements.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
799	Susan	Offen	GB15	Accept the need for additional housing. The proposal is unsuitable. The A245 is gridlocked and further development, including a school will make the situation worse. Motorists will use Wisley Road to access the A3 which is unsuitable.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p>	No further modification is proposed as a result of this representation
717	Michael	Oleary	GB5	The Green Belt must be preserved and there must be other land available for development	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 11.0.	No further modification is proposed as a result of this representation
717	Michael	Oleary	GB4	The Green Belt must be preserved and there must be other land available for development	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 11.0.	No further modification is proposed as a result of this representation
717	Michael	Oleary	Content of the Site Allocations DPD	Objecting as already stated	None stated.	Objection noted.	No further modification is proposed as a result of this representation
717	Michael	Oleary	GB5	Use some of Woking's Green Belt	None stated.	The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	
717	Michael	Oleary	GB4	Use some of Woking's Green Belt	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
717	Michael	Oleary	General	Use some of Woking's Green Belt	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
717	Michael	Oleary	GB5	There is no infrastructure in place, doctors are at capacity, schools are hard to reach due to traffic, roads are gridlocked and the area has flooded before.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network, including residential roads. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by</p>	No further modification is proposed as a result of this representation

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						<p>comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p> <p>The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.</p>	
717	Michael	Oleary	GB4	There is no infrastructure in place, doctors are at capacity, schools are hard to reach due to traffic, roads are gridlocked and the area has flooded before.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network, including residential roads. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p> <p>The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
718	June	Oleary	GB5	Before building on Green Belt, infrastructure needs to be addressed. Roads, schools and health care are all at capacity.	None stated.	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network, including residential roads. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p>	No further modification is proposed as a result of this representation
718	June	Oleary	GB4	Before building on Green Belt, infrastructure needs to be addressed. Roads, schools and health care are all at capacity.	Use some of the 98% of Woking preserved greenbelt or a mixture of other smaller sites	<p>The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6.</p> <p>The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network, including residential roads. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate</p>	No further modification is proposed as a result of this representation

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						<p>the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p>	
718	June	Oleary	GB5	Object to proposals to build on Murrays Lane	None stated.	Objection noted.	No further modification is proposed as a result of this representation
718	June	Oleary	GB4	Object to proposals to build on Murrays Lane	None stated.	Objection noted.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1 and 4. Whilst Policy CS6 of the Core Strategy seeks to protect the purpose of the Green Belt, it also commits the Council to release Green Belt land to meet development requirements of the Core Strategy. The proposal is therefore not contrary to Policy CS6 or the NPPF.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The GBR considered other options to meet future need for pitches including WOK001 and WOK006. There are also sites with capacity to deliver 15 pitches each combined (land at West Hall WGB004a/SHLAAB019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The site is partly within Flood Zone 3a and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The justification for releasing Green Land for development and to meet the accommodation needs for Travellers has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1 and 4. Ten Acre Farm is about 3.36ha. 72.05% of the site is in Flood Zone 1. 6.52% in Flood Zone 2 and 5.51% in Flood Zone 3. The Council has carried out a sequential tests to justify the use of the site to meet the accommodation needs of Travellers. Development on the site will be directed to the area of the site with the least risk of flooding, i.e. Flood Zone 1. The is considered an enforceable approach that will be clarified in the allocation. The allocation also includes key requirement to ensure that detailed flood risk assessment is carried out to inform the planning application process for any scheme that will come forward for the delivery of the site. With the specifications set out in the key requirements of the allocation, the Council is satisfied that the site can be developed without significant flood risk to occupiers. It is also not envisaged that the development will exacerbate flood risk elsewhere. The site can be developed with no significant adverse impacts on the visual amenity of the area and nearby residents. There are robust policies in the Core Strategy to ensure that this is achieved,	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	Ten Acre Farm does not have the required accessibility, contrary to Woking Core Strategy and SHLAA. Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not close to	The removal of GB7 Ten Acre Farm proposed	Ten Acre Farm is an existing well established Traveller site. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0).	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				facilities, Mayford has no supporting infrastructure, poor public transport, and provision of a communal building would not positively enhance the environment, increase openness or contribute to existing character.	expansion of the private Traveller site by up to 12 pitches from the DPD		
223	Janet	Oliver	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	Ten Acre Farm borders two environmentally sensitive sites. Development will adversely impact these and cannot be adequately mitigated - Smarts Heath Common (Special Sites of Scientific Interest and an "Important Bird Area") and the Hoe Stream (Site of Nature Conservation Importance, linking habitat corridor to other SNCI sites).	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The Council has a clear objective to protect environmentally sensitive sites, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the	The removal of GB7 Ten Acre Farm	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				<p>character of the local area or local environment.</p> <p>The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.</p> <p>Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.</p>	proposed expansion of the private Traveller site by up to 12 pitches from the DPD		
223	Janet	Oliver	GB7	The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008. Business use on the site would result in noise, traffic and nuisance to residents which is also out of keeping with the amenity and character of the immediate area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	It is intended to allocate the site for a business use. The site is allocated to meet the accommodation needs of Travellers. In doing so, the Council need to make sure that the allocation should reflect the extent to which traditional lifestyles can contribute to sustainability. The bullet point will be reworded to clarify this point. The overall justification for the allocation of the site for Travellers accommodation is comprehensively addressed in Section 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential uses until the land has been properly remediated.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The SHLAA treats all sites in the Green Belt as currently not developable. Green Belt sites will only be released for development through the plan making process. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. Overall, the justification for the release of Green Belt land to meet developments needs of the area is comprehensively addressed in the Council's Issues and Matters Topic Paper. see Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
223	Janet	Oliver	GB7	A sequential approach must be taken to identify suitable sites for allocation, with urban area sites considered before those in the Green Belt. However no urban sites appear to have been considered - there must be doubt as to the validity of no other sites across the whole of the Borough being identified or suitable. Where no sites are available in the urban area, priority will be given to sites on the edge of the	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				urban area that benefit from good access to jobs, shops and other infrastructure and services. Mayford does not satisfy any of these criteria. The TAA suggests the site and its immediate surrounding be explored for potential future expansion. The DPD incorrectly uses the term 'intensification'. This site was never envisaged to be expanded outside the owners' immediate family. The Council has set aside GBR recommendations. No independently verified evidence demonstrating Woking Council has exhausted brownfield sites for Traveller development or why sites listed in the Green Belt Review as available and viable have not been included whilst others excluded. Ten Acre Farm and Five Acres are the ONLY proposed sites.	by up to 12 pitches from the DPD	the alternatives considered.	
223	Janet	Oliver	GB7	Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density. The development of the site would be contrary to the Council's SHLAA 2014.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1 and 4. Whilst Policy CS6 of the Core Strategy seeks to protect the purpose of the Green Belt, it also commits the Council to release Green Belt land to meet development requirements of the Core Strategy. The proposal is therefore not contrary to Policy CS6 or the NPPF.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The GBR considered other options to meet future need for pitches including WOK001 and WOK006. There are also sites with capacity to deliver 15 pitches each combined (land at West Hall WGB004a/SHLAAB019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The site is partly within Flood Zone 3a and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The justification for releasing Green Land for development and to meet the accommodation needs for Travellers has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1 and 4. Ten Acre Farm is about 3.36ha. 72.05% of the site is in Flood Zone 1. 6.52% in Flood Zone 2 and 5.51% in Flood Zone 3. The Council has carried out a sequential tests to justify the use of the site to meet the accommodation needs of Travellers. Development on the site will be directed to the area of the site with the least risk of flooding, i.e. Flood Zone 1. The is considered an enforceable approach that will be clarified in the allocation. The allocation also includes key requirement to ensure that detailed flood risk assessment is carried out to inform the planning application process for any scheme that will come forward for the delivery of the site. With the specifications set out in the key requirements of the allocation, the Council is satisfied that the site can be developed without significant flood risk to occupiers. It is also not envisaged that the development will exacerbate flood risk elsewhere. The site can be developed with no significant adverse impacts on the visual amenity of the area and nearby residents. There are robust policies in the Core Strategy to ensure that this is achieved,	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	Ten Acre Farm does not have the required accessibility, contrary to Woking Core Strategy and SHLAA. Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not close to	The removal of GB7 Ten Acre Farm proposed	Ten Acre Farm is an existing well established Traveller site. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				facilities, Mayford has no supporting infrastructure, poor public transport, and provision of a communal building would not positively enhance the environment, increase openness or contribute to existing character.	expansion of the private Traveller site by up to 12 pitches from the DPD	the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0).	
225	Bryan	Oliver	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	Ten Acre Farm borders two environmentally sensitive sites. Development will adversely impact these and cannot be adequately mitigated - Smarts Heath Common (Special Sites of Scientific Interest and an "Important Bird Area") and the Hoe Stream (Site of Nature Conservation Importance, linking habitat corridor to other SNCI sites).	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The Council has a clear objective to protect environmentally sensitive sites, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the	The removal of GB7 Ten Acre Farm	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation

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				<p>character of the local area or local environment.</p> <p>The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.</p> <p>Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.</p>	proposed expansion of the private Traveller site by up to 12 pitches from the DPD		
225	Bryan	Oliver	GB7	The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008. Business use on the site would result in noise, traffic and nuisance to residents which is also out of keeping with the amenity and character of the immediate area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	It is intended to allocate the site for a business use. The site is allocated to meet the accommodation needs of Travellers. In doing so, the Council need to make sure that the allocation should reflect the extent to which traditional lifestyles can contribute to sustainability. The bullet point will be reworded to clarify this point. The overall justification for the allocation of the site for Travellers accommodation is comprehensively addressed in Section 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential uses until the land has been properly remediated.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The SHLAA treats all sites in the Green Belt as currently not developable. Green Belt sites will only be released for development through the plan making process. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. Overall, the justification for the release of Green Belt land to meet developments needs of the area is comprehensively addressed in the Council's Issues and Matters Topic Paper. see Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
225	Bryan	Oliver	GB7	A sequential approach must be taken to identify suitable sites for allocation, with urban area sites considered before those in the Green Belt. However no urban sites appear to have been considered - there must be doubt as to the validity of no other sites across the whole of the Borough being identified or suitable. Where no sites are available in the urban area, priority will be given to sites on the edge of the	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				urban area that benefit from good access to jobs, shops and other infrastructure and services. Mayford does not satisfy any of these criteria. The TAA suggests the site and its immediate surrounding be explored for potential future expansion. The DPD incorrectly uses the term 'intensification'. This site was never envisaged to be expanded outside the owners' immediate family. The Council has set aside GBR recommendations. No independently verified evidence demonstrating Woking Council has exhausted brownfield sites for Traveller development or why sites listed in the Green Belt Review as available and viable have not been included whilst others excluded. Ten Acre Farm and Five Acres are the ONLY proposed sites.	by up to 12 pitches from the DPD	the alternatives considered.	
225	Bryan	Oliver	GB7	Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density. The development of the site would be contrary to the Council's SHLAA 2014.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
897	Michelle	Oliver	cumulative impacts	Infrastructure will not cope with additional development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
897	Michelle	Oliver	Pathways of Impact	There are not enough schools and the roads already congested.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.1 to 3.6 and paragraph 3.8.	No further modification is proposed as a result of this representation
897	Michelle	Oliver	GB17	Over development of Green Belt and flood plains.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1081	Nigel Nicole	Oliver	GB11	Little Gorsewood, Saunders Lane, Mayford is grade II listed house. The building is of historical interest (details provided), also biodiversity and geodiversity. It lies in vicinity of Woking Manor (3 miles away) and Triggs Lock at Wey Navigation at Send (2 miles away), areas of recognised historical interest (AHAPs). Its position may contain further archaeological potential. Early maps shows the property plot sited within our current boundaries and also on a large triangle of land adjacent, to the west. Its gardens include ancient hawthorn hedgerows and wild plant species. Releasing land for development to the north of Little Gorsewood will irreparably harm this historic character and rural setting, prevent conservation and compromise further research into its history.	None stated.	It is not envisaged that the proposals will adversely impact on the heritage assets of the area. this matter has been addressed in the Council's Issues and Matter Topic Paper. See Section 19. The key requirements of the proposals will requirement archaeological survey to be carried out to inform planning application decisions. The Council has also carried out a Landscape Character Assessment and has robust policies to ensure that the development of the sites do not undermine the setting of any historic or landscape assets of the area.	No further modification is proposed as a result of this representation
1081	Nigel Nicole	Oliver	GB11	We wish to comment specifically on the release of land within GB11 from The Green Belt.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	Housing need does not justify the harm done to the Green Belt by inappropriate development. Ownership status of the land has no bearing on whether it should be Green Belt or not. Land on escarpments and rising ground of landscape importance should not be considered suitable for development.	None stated.	It should be noted that site GB14 is not allocated for development but for green infrastructure. Nevertheless, this representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, Section 13.0 and Section 7.0.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB8	Housing need does not justify the harm done to the Green Belt by inappropriate development. Ownership status of the land has no bearing on whether it should be Green Belt or not. Land on escarpments and rising ground of landscape	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, Section 13.0 and Section 7.0.	No further modification is proposed as a result of this representation

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				importance should not be considered suitable for development.			
1598	Judy	Oliver	GB9	Housing need does not justify the harm done to the Green Belt by inappropriate development. Ownership status of the land has no bearing on whether it should be Green Belt or not. Land on escarpments and rising ground of landscape importance should not be considered suitable for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, Section 13.0 and Section 7.0.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	Housing need does not justify the harm done to the Green Belt by inappropriate development. Ownership status of the land has no bearing on whether it should be Green Belt or not. Land on escarpments and rising ground of landscape importance should not be considered suitable for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, Section 13.0 and Section 7.0.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB10	Housing need does not justify the harm done to the Green Belt by inappropriate development. Ownership status of the land has no bearing on whether it should be Green Belt or not. Land on escarpments and rising ground of landscape importance should not be considered suitable for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, Section 13.0 and Section 7.0.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB7	Object to proposals. All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB8	Strongly object to development proposals. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	Strongly object to development proposals. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB10	Strongly object to development proposals. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	Strongly object to development proposals. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	Strongly object to development proposals. Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1598	Judy	Oliver	GB8	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB10	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land will increase surface water and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB8	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB10	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	National policy states that Green Belt boundaries should only be altered in exceptional circumstances. This has not been proven by WBC.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB7	Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB7	Have extra police provisions been allowed to cater for these antisocial issues.	None stated.	Ten Acre Farm is a functional established Traveller site with no significant recorded management issues. The Council will continue to work closely with the operators of the site to make sure that it continues to be effectively managed.	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	No consideration to the impact on infrastructure that the increased population will result in. There are no plans to upgrade the roads or bridges or any solutions to deal with the additional traffic on Prey Heath Road. The station car park is already full. Current development in the local area is already set to make the traffic worse.	None stated.	<p>It should be noted that site GB14 is not allocated for development but for green infrastructure purposes.</p> <p>Nevertheless the representation regarding congestion and the impact on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The Council's response to other non transport related infrastructure has also been set out within Section 3.0, in particular paragraph 3.7 to 3.11.</p> <p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>the DPD to enable development to be acceptable in transport terms.</p> <p>The Council will draw the County Council's attention to this representation regarding pedestrian footpaths and lighting to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>South West Trains has already identified that car parking provision at Brookwood Station is not adequate to meet demand and is proposing to increase capacity. The Council will continue to work with Network Rail and the train operator to address the facilities at all of the boroughs railway stations.</p>	
1598	Judy	Oliver	GB8	No consideration to the impact on infrastructure that the increased population will result in. There are no plans to upgrade the roads or bridges or any solutions to deal with the additional traffic on Prey Heath Road. The station car park is already full. Current development in the local area is already set to make the traffic worse.	None stated.	<p>The representation regarding congestion and the impact on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The Council's response to other non transport related infrastructure has also been set out within Section 3.0, in particular paragraph 3.7 to 3.11.</p> <p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p> <p>The Council will draw the County Council's attention to this representation regarding pedestrian footpaths and lighting to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>South West Trains has already identified that car parking provision at Brookwood Station is not adequate to meet demand and is proposing to increase capacity. The Council will continue to work with Network Rail and the train operator to address the facilities at all of the boroughs railway stations.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	No consideration to the impact on infrastructure that the increased population will result in. There are no plans to upgrade the roads or bridges or any solutions to deal with the additional traffic on Prey Heath Road. The station car park is already full. Current development in the local area is already set to make the traffic worse.	None stated.	<p>The representation regarding congestion and the impact on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The Council's response to other non transport related infrastructure has also been set out within Section 3.0, in particular paragraph 3.7 to 3.11.</p> <p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p> <p>The Council will draw the County Council's attention to this representation regarding pedestrian footpaths and lighting to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						South West Trains has already identified that car parking provision at Brookwood Station is not adequate to meet demand and is proposing to increase capacity. The Council will continue to work with Network Rail and the train operator to address the facilities at all of the boroughs railway stations.	
1598	Judy	Oliver	GB10	No consideration to the impact on infrastructure that the increased population will result in. There are no plans to upgrade the roads or bridges or any solutions to deal with the additional traffic on Prey Heath Road. The station car park is already full. Current development in the local area is already set to make the traffic worse.	None stated.	<p>The representation regarding congestion and the impact on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The Council's response to other non transport related infrastructure has also been set out within Section 3.0, in particular paragraph 3.7 to 3.11.</p> <p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p> <p>The Council will draw the County Council's attention to this representation regarding pedestrian footpaths and lighting to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>South West Trains has already identified that car parking provision at Brookwood Station is not adequate to meet demand and is proposing to increase capacity. The Council will continue to work with Network Rail and the train operator to address the facilities at all of the boroughs railway stations.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	No consideration to the impact on infrastructure that the increased population will result in. There are no plans to upgrade the roads or bridges or any solutions to deal with the additional traffic on Prey Heath Road. The station car park is already full. Current development in the local area is already set to make the traffic worse.	None stated.	<p>The representation regarding congestion and the impact on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The Council's response to other non transport related infrastructure has also been set out within Section 3.0, in particular paragraph 3.7 to 3.11.</p> <p>The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.</p> <p>The Council will draw the County Council's attention to this representation regarding pedestrian footpaths and lighting to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p> <p>South West Trains has already identified that car parking provision at Brookwood Station is not adequate to meet demand and is proposing to increase capacity. The Council will continue to work with Network Rail and the train operator to address the facilities at all of the boroughs railway stations.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1598	Judy	Oliver	GB8	The schools and doctors are already at capacity and there are no local amenities, which will result in high car usage. Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views. It is your duty to protect the environment for future generations.	None stated.	<p>The representation regarding education provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>The representation regarding the impact on Mayford village has been addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	The schools and doctors are already at capacity and there are no local amenities, which will result in high car usage. Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views. It is your duty to protect the environment for future generations.	None stated.	<p>The representation regarding education provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>The representation regarding the impact on Mayford village has been addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB10	The schools and doctors are already at capacity and there are no local amenities, which will result in high car usage. Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views. It is your duty to protect the environment for future generations.	None stated.	<p>The representation regarding education provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the</p>	No further modification is proposed as a result of this representation

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						<p>Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>The representation regarding the impact on Mayford village has been addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	
1598	Judy	Oliver	GB11	The schools and doctors are already at capacity and there are no local amenities, which will result in high car usage. Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views. It is your duty to protect the environment for future generations.	None stated.	<p>The representation regarding education provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>The representation regarding the impact on Mayford village has been addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB14	The schools and doctors are already at capacity and there are no local amenities, which will result in high car usage. Please reconsider the plans as it will have a devastating impact on Mayford as a village. Mayford is unique and mentioned in the Domesday Book. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views. It is your duty to protect the environment for future generations.	None stated.	<p>The representation regarding education provision has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.8.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>travel by car.</p> <p>The representation regarding the impact on Mayford village has been addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	
1598	Judy	Oliver	GB7	The users of the site create rubbish that is highly visible. It is adjacent to an SSSI and would further decrease the visual amenity and increase the risk to wildlife and local residents through dangerous rubbish and fly-tipping. Travellers keep dangerous animals and could cause a risk to pets, children and wildlife.	None stated.	<p>The site is currently a functional established Traveller site with no significant recorded management issues. The Council will continue to work closely with the operators of the site to make sure that it continues to be effectively managed. The Council also has policies in place for the provision of waste storage within residential developments, as set out in CS21: Design as well as Waste and recycling provisions for new residential developments guidance. In combination with effective management of the site, the proposed allocation is not expected to have an adverse impact on waste generation and general amenity.</p> <p>The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.</p> <p>Taking the above into account, the Council does not believe that development of the site will create a risk to local pets, children or wildlife.</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB8	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB9	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p>	No further modification is proposed as a result of this representation

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						<p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1598	Judy	Oliver	GB10	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB11	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	
1598	Judy	Oliver	GB14	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development.	None stated.	<p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p> <p>None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).</p>	No further modification is proposed as a result of this representation
1598	Judy	Oliver	GB7	Urban areas should be considered before Green Belt and thereafter edge of urban areas with access to jobs and services. Mayford does not satisfy this criteria.	None stated.	<p>The representation regarding the sequential approach to site selection has been addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, in particular paragraph 4.5 and 4.6.</p> <p>It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p>	No further modification is proposed as a result of this representation
664	Irene	O'Neil	GB4	Byfleet has a good village atmosphere - the green fields should be kept for the welfare of the people. What is needed is a health centre and secondary school.	None stated.	<p>The representation regarding the benefits of the Green Belt to the local community has been addressed in the Council's Issues and Matters Topic Paper. See Section 21.0.</p> <p>The Council note the representation regarding a new school and health centre. Whilst the Council is committed to working with the relevant infrastructure providers, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's</p>	No further modification is proposed as a result of this representation

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						free school initiative if the need can be justified.	
664	Irene	O'Neil	GB5	Byfleet has a good village atmosphere - the green fields should be kept for the welfare of the people. What is needed is a health centre and secondary school.	None stated.	<p>The representation regarding the benefits of the Green Belt to the local community has been addressed in the Council's Issues and Matters Topic Paper. See Section 21.0.</p> <p>The Council note the representation regarding a new school and health centre. Whilst the Council is committed to working with the relevant infrastructure providers, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p>	No further modification is proposed as a result of this representation
664	Irene	O'Neil	GB4	The infrastructure is in dire need of improvement. The roads around Byfleet are already grid-locked. More homes would make them impossible. Retain the green field sites in Byfleet.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.1 to 3.6.</p> <p>The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
664	Irene	O'Neil	GB5	The infrastructure is in dire need of improvement. The roads around Byfleet are already grid-locked. More homes would make them impossible. Retain the green field sites in Byfleet.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.1 to 3.6.</p> <p>The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
884	James	O'Neill	GB8	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is a sanctuary to residents. Wildlife thrives here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB9	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is a sanctuary to residents. Wildlife thrives here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB10	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is a sanctuary to residents. Wildlife thrives here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB11	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is a sanctuary to residents. Wildlife thrives here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB7	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is a sanctuary to residents. Wildlife thrives here.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB8	Attracted to the area because the restrictions Green Belt provides. The GBBR is inconsistent, areas of land initially not considered were then recommended.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation

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884	James	O'Neill	GB9	Attracted to the area because the restrictions Green Belt provides. The GBBR is inconsistent, areas of land initially not considered were then recommended.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB10	Attracted to the area because the restrictions Green Belt provides. The GBBR is inconsistent, areas of land initially not considered were then recommended.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB11	Attracted to the area because the restrictions Green Belt provides. The GBBR is inconsistent, areas of land initially not considered were then recommended.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB7	Attracted to the area because the restrictions Green Belt provides. The GBBR is inconsistent, areas of land initially not considered were then recommended.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and Section 17.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB8	The road network is poor with three single lane bridges in the area, poor local amenities and limited public transport which has not been considered. During peak hours it can take 30 minutes to WTC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB9	The road network is poor with three single lane bridges in the area, poor local amenities and limited public transport which has not been considered. During peak hours it can take 30 minutes to WTC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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884	James	O'Neill	GB8	Please reconsider your plans, Mayford is a village not a town.	Please reconsider your plans.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB9	Please reconsider your plans, Mayford is a village not a town.	Please reconsider	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0.	No further modification is proposed as a result

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					your plans.	In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	of this representation
884	James	O'Neill	GB10	Please reconsider your plans, Mayford is a village not a town.	Please reconsider your plans.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB11	Please reconsider your plans, Mayford is a village not a town.	Please reconsider your plans.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB7	Please reconsider your plans, Mayford is a village not a town.	Please reconsider your plans.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB7	LCA not undertaken. Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB8	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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884	James	O'Neill	GB11	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
884	James	O'Neill	GB7	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB8	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB9	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB10	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
884	James	O'Neill	GB11	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB10	LCA not undertaken. Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation

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903	Claudia	O'Neill	GB11	LCA not undertaken. Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB7	LCA not undertaken. Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" which is contrary to 1999 Local Plan Policy NE7 and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB10	The road network is poor with three single lane bridges in the area, poor local amenities and limited public transport which has not been considered. During peak hours it can take 30 minutes to WTC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB11	The road network is poor with three single lane bridges in the area, poor local amenities and limited public transport which has not been considered. During peak hours it can take 30 minutes to WTC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB7	The road network is poor with three single lane bridges in the area, poor local amenities and limited public transport which has not been considered. During peak hours it can take 30 minutes to WTC.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB10	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB11	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB7	Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	The representation from Mayford Village Society has been responded to under Representor ID 563.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB10	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is used by residents for recreation. Wildlife thrives here. No consideration for preserving historic Mayford as a separate settlement from Woking.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 21.0. During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB11	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is used by residents for recreation. Wildlife thrives here. No consideration for preserving historic Mayford as a separate settlement from Woking.	None stated.	The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 21.0. During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.	No further modification is proposed as a result of this representation

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						<p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	
903	Claudia	O'Neill	GB7	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. Land is used by residents for recreation. Wildlife thrives here. No consideration for preserving historic Mayford as a separate settlement from Woking.	None stated.	<p>The representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 21.0.</p> <p>During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed.</p> <p>Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues.</p> <p>The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development.</p>	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB10	Attracted to the area because of the green spaces and the restrictions Green Belt provides.	None stated.	The representation regarding landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. In addition the Council has set out the reasons for identifying development sites in the Green Belt. This is within the Issues and Matters Topic paper, see Section 1.0 and 2.0.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB11	Attracted to the area because of the green spaces and the restrictions Green Belt provides.	None stated.	The representation regarding landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. In addition the Council has set out the reasons for identifying development sites in the Green Belt. This is within the Issues and Matters Topic paper, see Section 1.0 and 2.0.	No further modification is proposed as a result of this representation
903	Claudia	O'Neill	GB7	Attracted to the area because of the green spaces and the restrictions Green Belt provides.	None stated.	The representation regarding landscape has been addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. In addition the Council has set out the reasons for identifying development sites in the Green Belt. This is within the Issues and Matters Topic paper, see Section 1.0 and 2.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment.</p> <p>Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.</p>	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond	No further modification is proposed as a result of this representation

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				in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.		the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	
576	Alan	Orchard	GB10	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	· Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	· Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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				should not be considered for development.			
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576	Alan	Orchard	GB8	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0.	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport	No further modification is proposed as a result of this representation

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						<p>infrastructure to meet the projected demand on the back of the Core Strategy.</p> <p>Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	
576	Alan	Orchard	GB10	Mayford has a poor public transport system with limited bus services.	None stated.	<p>This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p> <p>Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB8	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	<p>This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.</p>	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB8	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.</p>	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	<p>This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.</p>	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB11	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book, a link with history which will be lost forever if the proposals proceed.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB11	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book, a link with history which will be lost forever if the proposals proceed.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school and about 188 new homes without undermining the overall purpose of the Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site	No further modification is proposed as a result of this representation

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						without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	
576	Alan	Orchard	GB9	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB11	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation

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						The provision of this infrastructure will further support the daily needs of local people.	
576	Alan	Orchard	GB7	Traveller sites should have adequate amenity for intended occupiers, including space for related business activities. Smarts Heath Road is a residential road with two Grade Two listed buildings in close proximity to the site. Traveller related business activities would be out of keeping in such a road.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	The site does not have safe and reasonable access to schools or other local facilities, as there are virtually no local facilities in Mayford village.	None stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	An increase in the present number of Traveller pitches at the site would decrease the visual amenity and character of the area.	None stated.	There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character, landscape and amenity of the immediate area are minimised and/ or suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. In addition, the Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	Where no sites are available in the urban area, priority will be given to edge of centre sites with good access to jobs, shops and infrastructure. Mayford does not satisfy this criteria.	None stated.	There has been a thorough assessment of reasonable alternative sites to inform the selection of preferred sites, including this one. This is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 4.0, 9.0, and 11.0. There is potential for improvements to local infrastructure and services in Mayford, as outlined in Section 3.0 of Council's Issues and Matters Topic Paper. Further to this, there is the opportunity at Site GB9 Egley Road Garden Centre to provide an element of small scale retail and/or community development, to enhance the currently rather dispersed provision in the Mayford area, and better meet the day to day needs of local people.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all	No further modification is proposed as a result of this representation

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						sustainable modes of travel including walking, cycling and public transport where feasible.	
576	Alan	Orchard	GB10	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	The site is adjacent to Smarts Heath Common, a SSSI, used for leisure purposes. Any increase in the present Traveller site would decrease the visual amenity and character of the areas and increase risk to wildlife due to domestic animals in close proximity.	None stated.	<p>Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.</p> <p>The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.</p>	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	A sequential approach must be taken to identify sites for allocation, with sites in the urban area considered before the Green Belt. No urban sites have been considered, and doubts the validity of there being no other sites across the whole Borough that are identified or suitable.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0 and 9.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Accepts the proposed school as a special purpose for Green Belt land and supportive of associated mitigation measures. However, objects strongly to the leisure centre, running track and sports pitches (and associated café, parking and access) which will have major impacts on an already overloaded and unexpandable road system and is inappropriate within a residential area due to its impacts, and conflicts with the Council's stated 800m separation policy. The association of the leisure and sports proposal with the school proposal represents a lack of transparency on behalf of the Council.	None stated.	<p>Support for the principle of a secondary school on the site, combined with suitable mitigation measures, is noted. As noted in the Officer's Report to the Planning Committee for the proposed school and leisure facilities, the proposed scheme will not have an adverse impact on residential properties. This is due to the separation distances between the proposed land uses and the adjacent residential properties and the Planning Conditions attached to the planning permission. It is worth noting that the Council do not have a 800m separation policy between leisure facilities and residential properties. Through good design and, where necessary mitigation measures, it is possible to achieve a satisfactory relationship between different land uses. This is set out in Core Strategy Policy CS21: Design and the Design SPD. The proposed school has carried out detailed transport studies in order to mitigate the impact of the development on the local infrastructure network. This has been considered appropriate and suitable by the Local Planning Authority, which has granted planning permission for a new school and associated leisure facilities (this decision has not been called in by the Secretary of State). It is not considered that there has been a lack of transparency through this proposal, and the Council's standard procedures in terms of public consultation and availability of planning application documents have been followed.</p> <p>The representation regarding the existing public transport provision is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB7	Traveller sites are concentrated in Mayford and Brookwood Lye, providing a major contribution to the Traveller community. There is no justification for further expansion in Mayford.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0. With regard to the justification for the development in a Green Belt location, this is addressed in Sections 1.0. and 4.0 (paragraph 4.3) of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation

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576	Alan	Orchard	GB8	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
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576	Alan	Orchard	GB11	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
576	Alan	Orchard	GB9	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes	No further modification is proposed as a result of this representation

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						securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
576	Alan	Orchard	GB7	Successive Planning Inspectors have refused residential applications on this site because it would reduce the openness of a Green Belt area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3, and for further background, Section 1.0, particularly paragraphs 1.9 - 1.12. The proposed allocations are put forward in response to need identified in the Council's Core Strategy (adopted 2012) and current supply of land, and through the plan-making (as opposed to development management) process.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need -	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation

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				including Traveller sites' does not justify harm done to the Green Belt by inappropriate development			
576	Alan	Orchard	GB9	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB10	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB11	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB8	There has been no consideration of Mayford's infrastructure, particularly the increased strain and traffic on local roads. Notes there are no plans to upgrade the roads (all single lane) or solutions to deal with existing traffic. Prey Heath Road will become dangerous with increased traffic and people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
576	Alan	Orchard	GB9	There has been no consideration of Mayford's infrastructure, particularly the increased strain and traffic on local roads. Notes there are no plans to upgrade the roads (all single lane) or solutions to deal with existing traffic. Prey Heath Road will become dangerous with increased traffic and people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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				access and result in pinch points. In places, houses built up to the road edge.			
577	Shani	Orchard	GB8	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB11	Green Belt land in Mayford is fundamental to the separation of Woking, Mayford and Guildford. There is only two miles between the Mayford roundabout and Slyfield which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The proposed boundary for the Green Belt is not strong as it does not follow the physical features outlined in national guidance, but weakens the existing boundary due to removal of the escarpment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0. Further to this, the Green Belt boundary review report provides sufficient evidence that the release of the proposed allocated sites from the Green Belt will enable a defensible boundary to be drawn that will endure over a long period of time beyond the Core Strategy period. Where the recommendations of the Green Belt boundary review report had not been accepted by the Council, a clear reason has been given. The proposed Green Belt boundary has been drawn to follow the edge of the development sites in Mayford. For sites GB8, GB9, GB10 and GB14 there will be a continuation of the existing urban area which is well defined by Saunders Lane to the south and Egley Road to the east. The Green Belt boundary to the west has been defined by site GB11 which is adjacent to the Hook Heath escarpment. This will protect the purpose of the Green Belt and not undermine the integrity of the escarpment. Site GB7 will continue to remain within the Green Belt and therefore the Green Belt boundary will not change in this particular location.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation

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577	Shani	Orchard	GB9	· Land North of Saunders Lane includes "Escarpments and Rising Ground of Landscape Importance" (1999 Local Plan Policy NE7 and referred to in CS24) and therefore should not be considered for development.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB8	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Land relating to Special Protection Areas (SPA), including a 400m buffer, was excluded from consideration in the Green Belt Review. Prey Heath and Smarts Heath are SSSIs and designated 'Important Bird Areas' by Bird Life International, so should have buffers applied for the same reason. The Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 14.0.	No further modification is proposed as a result of this representation
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				Mayford Village Society is currently pursuing the inclusion of these areas in the Thames Basin Heaths SPA which, if successful, will result in a 400m development exclusion buffer.			
577	Shani	Orchard	GB8	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	Mayford has a poor public transport system with limited bus services.	None stated.	This is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see best how they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB11	Mayford has a very poor road network, with narrow roads, three single line bridges, most roads unlit at night and few pedestrian footpaths. Traffic is gridlocked at peak hours, which would be further adversely affected by the new homes being developed at Willow Reach and Kingsmoor Park, the proposed school at Egley Road and additional traffic from the other proposed development.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding the lack of footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB11	Mayford is a key area for rainwater absorption and flood alleviation. Developing land will increase surface water run off and increase flood risk to surrounding properties.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose 'To preserve the setting and special character of historic towns' due to Woking not having a particularly strong historical character. However Mayford does have a strong history and is mentioned in the Domesday Book, a link with history which will be lost forever if the proposals proceed.	None stated.	The specific purpose of the Green Belt to preserve the setting and special character of historic towns was not considered relevant in the Green Belt boundary review because by definition Woking and its villages are not classified as historic towns. It is acknowledged that Woking has a variety of heritage assets, and there are sufficient and robust policies to preserve and/or enhance these assets. It is not envisaged that the integrity of any of these assets will be compromised by the proposed allocations. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB8	The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area. This is	None stated.	The site at Egley Road (Policy GB8) is allocated for housing and educational uses. There is therefore no intention to be misleading. The recommendations of the Green Belt boundary review support this decision. The Council believe that the site can be developed for a school	No further modification is proposed as a result

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				misleading if that school is merely a Trojan horse as a precursor to housing development on fields either side.		and about 188 new homes without undermining the overall purpose of the Green Belt.	of this representation
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577	Shani	Orchard	GB8	The Green Belt Review proposes to change boundaries without a Landscape Character Assessment, questioning the validity of the review and why areas of landscape importance are ignored.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 7.0. The Hook Heath Escarpment was taken into account during the preparation of the Green Belt boundary review and the Site Allocations DPD. As noted in the Green Belt boundary review as well as the Key Requirements within the Site Allocations DPD, through careful masterplanning/design layout, it is possible to develop certain areas of the site without compromising the integrity of the escarpment. This would be taken into consideration during any future detailed planning application stage.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB8	The Green Belt Review recommended Mayford on the basis of proximity to a 'Local Centre'. Other than a Post Office and barbers, Mayford has no supporting infrastructure e.g. shops, doctors, dentists, medical facilities or schools. Residents of new development would be isolated unless they have a vehicle.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB7	Traveller sites should have adequate amenity for intended occupiers, including space for related business activities. Smarts Heath Road is a residential road with two Grade Two listed buildings in close proximity to the site. Traveller related business activities would be out of keeping in such a road.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.12. It is not intended that the site should be allocated for a business use. The site is allocated as a Traveller site to meet the accommodation needs of Travellers. However, any proposal should take into account the traditional way of life of Travellers. This matter has been addressed in the Issues and Matters Topic paper and the DPD will clarify this issue. There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB7	The site does not have safe and reasonable access to schools or other local facilities, as there are virtually no local facilities in Mayford village.	None stated.	It is agreed that all types of new residential development should have good access to local shops and services. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will help meet the day to day needs of local people and therefore reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB7	An increase in the present number of Traveller pitches at the site would decrease the visual amenity and character of the area.	None stated.	There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character, landscape and amenity of the immediate area are minimised and/ or suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design. In addition, the Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB7	Where no sites are available in the urban area, priority will be given to edge of centre sites with good access to jobs, shops and infrastructure. Mayford does not satisfy this criteria.	None stated.	There has been a thorough assessment of reasonable alternative sites to inform the selection of preferred sites, including this one. This is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 4.0, 9.0, and 11.0. There is potential for improvements to local infrastructure and services in Mayford, as outlined in Section 3.0 of Council's Issues and Matters Topic Paper. Further to this, there is the opportunity at Site GB9 Egley Road Garden Centre to provide an element of small scale retail and/or community development, to enhance the currently rather dispersed provision in the Mayford area, and better meet the day to day needs of local people.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation

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577	Shani	Orchard	GB9	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	The Council openly states that it considers land available for development (eg owned by the Council or a Developer) more 'viable' for removal from the Green Belt. Ownership of land has not bearing on whether land should be Green Belt or not.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 13.0	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.	None stated.	The Council will draw the County Council's attention to this representation to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB7	The site is adjacent to Smarts Heath Common, a SSSI, used for leisure purposes. Any increase in the present Traveller site would decrease the visual amenity and character of the areas and increase risk to wildlife due to domestic animals in close proximity.	None stated.	<p>Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.</p> <p>There are robust Development Plan policies and a Design SPD to make sure that any proposal for the development of Ten Acre Farm takes a sensitive design approach to ensure any adverse impacts on the character and landscape of the immediate area are suitably mitigated. The site will continue to remain within the Green Belt and Green Belt policies will continue to apply in addition to design guidance and Core Strategy Policy CS21: Design.</p> <p>The Council will continue to work with the operators of the site and local stakeholders to ensure an effective management of the operations on and of the site, including the control of domestic animals. The ecological significance of the SSSI will continue to be conserved and taken into account in the consideration of any development that could have potential impacts on its ecological integrity.</p>	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB7	A sequential approach must be taken to identify sites for allocation, with sites in the urban area considered before the Green Belt. No urban sites have been considered, and doubts the validity of there being no other sites across the whole Borough that are identified or suitable.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0 and 9.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Accepts the proposed school as a special purpose for Green Belt land and supportive of associated mitigation measures. However, objects strongly to the leisure centre, running track and sports pitches (and associated café, parking and access) which will have major impacts on an already overloaded and unexpandable road system and is inappropriate within a residential area due to its impacts, and conflicts with the Councils stated 800m separation policy. The association of the leisure and sports proposal with the	None stated.	Support for the principle of a secondary school on the site, combined with suitable mitigation measures, is noted. As noted in the Officer's Report to the Planning Committee for the proposed school and leisure facilities, the proposed scheme will not have an adverse impact on residential properties. This is due to the separation distances between the proposed land uses and the adjacent residential properties and the Planning Conditions attached to the planning permission. It is worth noting that the Council do not have a 800m separation policy between leisure facilities and residential properties. Through good design and, where necessary mitigation measures, it is possible to achieve a satisfactory relationship between different land uses. This is set out in Core Strategy Policy CS21: Design and the Design SPD. The proposed school has carried out detailed transport studies in order to mitigate the impact	No further modification is proposed as a result of this representation

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				school proposal represents a lack of transparency on behalf of the Council.		<p>of the development on the local infrastructure network. This has been considered appropriate and suitable by the Local Planning Authority, which has granted planning permission for a new school and associated leisure facilities (this decision has not been called in by the Secretary of State). It is not considered that there has been a lack of transparency through this proposal, and the Council's standard procedures in terms of public consultation and availability of planning application documents have been followed.</p> <p>The representation regarding the existing public transport provision is fully acknowledged. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	
577	Shani	Orchard	GB7	Traveller sites are concentrated in Mayford and Brookwood Lye, providing a major contribution to the Traveller community. There is no justification for further expansion in Mayford.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0. With regard to the justification for the development in a Green Belt location, this is addressed in Sections 1.0. and 4.0 (paragraph 4.3) of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	Objects to the proposal. The housing will fill any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of Woking and Guildford merging - the whole purpose of Green Belt. There has been no consideration of preserving Mayford as a separate settlement, nor impact on the character of the village. This isolated community of less than a thousand dwellings will be destroyed forever, with a disproportionate and unjustifiable impact of Mayford residents who have chosen to live in a semi-rural environment.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0, Section 15.0 and Section 23.0. It is recognised that the separation between Woking and Mayford will be reduced as a result of the proposal. However the identity and character of Mayford will not be undermined as it is protected by Core Strategy Policy CS6: Green Belt.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.		has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	
577	Shani	Orchard	GB9	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	The Green Belt Review's basis for recommending Mayford for development is a 7 minute travel time using Google maps. At peak hours the actual travel time can be over half an hour. At peaks hours, motorists take alternative routes through narrow residential streets, exacerbating the impact on residents.	None stated.	The journey times used in estimating the sustainability of sites by reference to their proximity to key services and facilities provide a consistent baseline in calculating the accessibility to local services and retail centres. They do not exactly reflect real-time conditions or peak hour journey times. Its purpose is to make sure that sites are in sustainable locations. The Council has undertaken a Transport Assessment (TA) that assesses the transport/traffic impacts of the proposed allocations. The TA uses real peak time data to inform the modelling. Any mitigation measures necessary, including those to deal with potential issues created by unsuitable alternative routes being used by motorists, will be informed by the Transport Assessment.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	The Green Belt Review was worryingly inconsistent in its approach of not considering certain areas of land, due to constraints. It then recommended land that contained these constraints, Mayford included. It rejected the Ten Acre site as a Traveller site.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.0 and 17.0.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB11	No evidence (independently verified) has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11.0 and Section 9.0, paragraph 9.2.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
577	Shani	Orchard	GB9	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB11	Wildlife in developed areas will be wiped out and there will be increased risk to wildlife in our protected heaths (Smarts and Prey Heaths) due to proximity of development.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites and wider area. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. Overall the preferred sites did not	No further modification is proposed as a result of this representation

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						raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features that could not be addressed. Nevertheless a number of the proposed allocations will require a detailed ecological survey as a key requirement to assess and address any site specific ecological issues. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. None of the proposed allocated sites are within 400m of the SPAs. The Council has robust policies, in particular Policy CS8 and an Avoidance Strategy, to make sure that development avoids harms to the SPAs. This includes securing developer contributions towards providing Suitable Alternative Natural Green Space (SANG) and for Strategic Access Management and Monitoring (SAMM).	
577	Shani	Orchard	GB7	Successive Planning Inspectors have refused residential applications on this site because it would reduce the openness of a Green Belt area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0, paragraph 4.3, and for further background, Section 1.0, particularly paragraphs 1.9 - 1.12. The proposed allocations are put forward in response to need identified in the Council's Core Strategy (adopted 2012) and current supply of land, and through the plan-making (as opposed to development management) process.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB10	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
577	Shani	Orchard	GB11	Please reconsider your plans, which will have a devastating impact on Mayford and Hook Heath. These areas are unique and mentioned in the Domesday Book. Happy for the Mayford Village Society to represent my views.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the Council recognise the special character of Mayford. Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt. The character of Hook Heath is set out in the Hook Heath Neighbourhood Plan as well as the Council's documents such as the Heritage of Woking and the Woking Character Study. The Council and Neighbourhood Plan have robust policies in place to ensure that local character is protected. The response to the Mayford Village Society can be found under Representor ID 563. The response to the Hook Heath Residents Association can be found under Representor ID 470 and 1298.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
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577	Shani	Orchard	GB11	Green Belt boundaries should only be altered in 'exceptional circumstances' according to National Policy. This has not been proved. Policy clearly states that 'housing need - including Traveller sites' does not justify harm done to the Green Belt by inappropriate development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB8	There has been no consideration of Mayford's infrastructure, particularly the increased strain and traffic on local roads. Notes there are no plans to upgrade the roads (all single lane) or solutions to deal with existing traffic. Prey Heath Road will become dangerous with increased traffic and people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
577	Shani	Orchard	GB9	There has been no consideration of Mayford's infrastructure, particularly the increased strain and traffic on local roads. Notes there are no plans to upgrade the roads (all single lane) or solutions to deal with existing traffic. Prey Heath Road will become dangerous with increased traffic and people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
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				people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.		easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	
577	Shani	Orchard	GB11	There has been no consideration of Mayford's infrastructure, particularly the increased strain and traffic on local roads. Notes there are no plans to upgrade the roads (all single lane) or solutions to deal with existing traffic. Prey Heath Road will become dangerous with increased traffic and people walking on the road (no pavements) to Worplesdon station. The idea of directing traffic to 400 new homes down Saunders Lane is ridiculous, as it is a narrow road and single lane in places, including railway bridges which constrain access and result in pinch points. In places, houses built up to the road edge.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. The Council will draw the County Council's attention to this representation regarding unlit pedestrian footpaths to see what can be done to address the existing situation. Regarding the allocated sites, the Council will ensure that any specific scheme that comes forward, there is easy access to and within the site by all sustainable modes of travel including walking, cycling and public transport where feasible.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB7	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB8	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB9	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB10	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB11	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.			
1388	L.E.	Orchard	GB14	The proposals would, if adopted and development allowed, have the effect of extending the built-up area in the south west fringe of the borough, forming an appendage to the intensely developed central area of Woking. The intention of Green Belt has been to prevent this sort of urban sprawl and ribbon development, and the proposals would be in direct contradiction to the intention to maintain a 'green breathing space' between Hook Heath and Mayford, and Mayford and central Woking conurbation.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 12.0 and 15.0. The Council will continue to provide adequate 'green breathing spaces' for its residents across the Borough. Site GB14 is allocated for green infrastructure to meet long term development needs, and the proposed sites will also need to contribute to provision of open space and green infrastructure, as outlined in Core Strategy Policy CS17.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB7	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	Meaningful revisions [to address the concerns raised] should be made before the Council reconsiders the DPD.	All representations made will be considered and where required, modifications made, before the document reaches its next iteration. It will be reconsidered by the Council prior to further public consultation.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	General	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and meaningful revision to it needs to be made before the Council reconsiders it.	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB8	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and meaningful revision to it needs to be made before the Council reconsiders it.	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB9	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and meaningful revision to it needs to be made before the Council reconsiders it.	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB10	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and	The DPD should not be approved in its	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				meaningful revision to it needs to be made before the Council reconsiders it.	current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.		
1388	L.E.	Orchard	GB11	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and meaningful revision to it needs to be made before the Council reconsiders it.	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB14	In conclusion, we believe that the draft 'Site Allocation for Development Plan' should not be approved in its present guise for the reasons given above and that serious and meaningful revision to it needs to be made before the Council reconsiders it.	The DPD should not be approved in its current guise for the reasons above. Meaningful revision should be made before the Council reconsiders it.	This comment is noted and the Council will make necessary revisions to the draft document before it is published for a second stage of public consultation (expected Sept-Oct 2016).	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB9	It is questionable whether any more retail space is needed given the proximity of several small retail sites nearby and the plethora of facilities in central Woking.	None stated.	The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relatively small provision of retail and or community development will meet the day to day needs of local people and therefore reduce the need to travel by car. The retail facilities referred would be more likely to require residents to travel by car, and not represent as sustainable an option as that included in the allocation of Site GB9.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB8	The proposal for a new school would create additional traffic and exacerbate an already inadequate road system that is congested at peak times.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB9	The proposals would create additional traffic and exacerbate an already inadequate road system that is congested at peak times. The proposal retail agglomeration on the current Wyevale garden centre site will further worsen the situation.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, in particular paragraph 3.6 and 3.11. There is no major 'retail agglomeration' proposed. The Egley Road Garden Centre (site GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relatively small provision of retail and/or community development will meet the day to day needs of local people and therefore reduce the need to travel by car.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB11	The inclusion of the Green Lane area in GB11 is anti-social due to its value for outdoor recreation as a green passage, and the small piece of established woodland including a public footpath at the north end should continue to be afforded Green Belt designation.	The Green Lane area and the small piece of woodland including public footpath at the north end should continue its	The Council has decided through the Core Strategy that the significant unmet need for housing justifies the need to release Green Belt land for housing development. The Council accepts that the site may be used for leisure purposes by residents at present but that needs to be balanced with ensuring that development necessary to meet housing need is directed to the most sustainable locations when compared against all other reasonable alternatives. The available evidence suggest that the sites proposed for allocation in Mayford are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. It should be noted that new development will be supported by adequate infrastructure green infrastructure; the key requirements for the site states it must provide open space and include improvements or new green infrastructure. In addition site GB14, very nearby, is an	No further modification is proposed as a result of this representation

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					Green Belt designation, as green passages valuable for outdoor recreation and sustainable transport.	allocation that safeguards land for green infrastructure. The landscape character of sites will be considered, as detailed in the Council's Issues and Matters Topic Paper, Section 7.0, and the Council's Core Strategy Policies CS21 Design and CS24 Woking's landscape and townscape will also apply to development. Also, the Council's Issues and Matters Topic Paper, Section 21.0 may be of interest.	
1388	L.E.	Orchard	GB7	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraphs 1.9-1.12, and Section 4.0, paragraph 4.3.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB8	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1.0 and 2.0.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB9	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1.0 and 2.0.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB10	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1.0 and 2.0.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB11	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1.0 and 2.0.	No further modification is proposed as a result of this representation
1388	L.E.	Orchard	GB14	Government instructions state that removal of Green Belt protection is only acceptable in exceptional circumstances. No exceptional circumstances appear to apply to Woking Borough area.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1.0 and 2.0.	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB10	Object to proposals GB10, GB11 and GB14. Development on the surrounding area will have long term negative impacts on the area and its residents. Changing the area and making it less attractive	Reconsider sites, review brownfield sites	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB11	Object to proposals GB10, GB11 and GB14. Development on the surrounding area will have long term negative impacts on the area and its residents. Changing the area and making it less attractive	Reconsider sites, review brownfield sites	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB14	Object to proposals GB10, GB11 and GB14. Development on the surrounding area will have long term negative impacts on the area and its residents. Changing the area and making it less attractive	Reconsider sites, review brownfield sites	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. In addition, the special character of Mayford is recognised by the Council and Core Strategy Policy CS6: Green Belt specifically highlights that development will not be allowed if it will have an unacceptable effect on the primarily residential character of the village and Green Belt.	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB10	Surrounding roads (Hook Heath Road and Wych Hill) will be completely impassable	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB11	Surrounding roads (Hook Heath Road and Wych Hill) will be completely impassable	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB14	Surrounding roads (Hook Heath Road and Wych Hill) will be completely impassable	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, 20.0 and 24.0	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
354	Peter	Osborne	GB10	Proposals will result in a loss of open green areas that people use regularly	None stated.	Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest. Whilst the Council sympathises with the concerns of local residents over the loss of Green Belt, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. It should also be noted that Policy CS17: Open space, green infrastructure, sport and recreation of the Core Strategy provides a robust policy framework to secure and protect open space provision in the area. See also the Council's Issues and Matters Topic Paper paragraph 3.7	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB11	Proposals will result in a loss of open green areas that people use regularly	None stated.	Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest. Whilst the Council sympathises with the concerns of local residents over the loss of Green Belt, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. It should also be noted that Policy CS17: Open space, green infrastructure, sport and recreation of the Core Strategy provides a robust policy framework to secure and protect open space provision in the area. See also the Council's Issues and Matters Topic Paper paragraph 3.7	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB14	Proposals will result in a loss of open green areas that people use regularly	None stated.	Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest. Whilst the Council sympathises with the concerns of local residents over the loss of Green Belt, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity. It should also be noted that Policy CS17: Open space, green infrastructure, sport and recreation of the Core Strategy provides a robust policy framework to secure and protect open space provision in the area. See also the Council's Issues and Matters Topic Paper paragraph 3.7	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB10	Exceptional circumstances have not been demonstrated to release GB land for 1200 houses	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 , and Section 2.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB11	Exceptional circumstances have not been demonstrated to release GB land for 1200 houses	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 , and Section 2.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB14	Exceptional circumstances have not been demonstrated to release GB land for 1200 houses	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.9-1.12 , and Section 2.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB10	The proposed density conflicts with the usual norm.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB11	The proposed density conflicts with the usual norm.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
354	Peter	Osborne	GB14	The proposed density conflicts with the usual norm.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 18.0	No further modification is proposed as a result of this representation
1013	Christine	Osborne	GB16	Careful consideration of the school's access is required to avoid 900 parents driving children.	None stated.	As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access onto the A245. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.	No further modification is proposed as a result of this representation
1013	Christine	Osborne	GB15	The small amount of Green Belt in West Byfleet should be maintained. The road network is already at capacity and further development will make the situation worse. Additional residents will impact health and education services.	None stated.	The representation regarding congestion and the impact of the proposed development on the road network has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.1 to 3.6. The various transports studies prepared by Surrey County Council and Woking Borough Council set out the impact the proposed site allocations will have on the strategic road network. These impacts will be mitigated by site specific measures that will be identified and comprehensively addressed through the development management process. As part of these site specific measures, the key requirements for the proposed allocation in the DPD state that the development of the site will be required to provide satisfactory vehicular access and	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						<p>improvements to pedestrian, cycle links and access to public transport will be required. The exact nature of these measures will be informed by a Transport Assessment at the planning application stage.</p> <p>The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. A Duty to Cooperate statement will be published in due course to demonstrate the extent of cooperation between the two authorities and indeed with other relevant organisations and neighbouring authorities. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.</p> <p>The Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.</p> <p>Surrey County Council is the main provider of Education in the area. It provided detailed assessment of education needs to support the Core Strategy. It is satisfied that the combination of expanding capacity at existing schools and the allocation of the specific site for a secondary school in the DPD will meet the education needs of the area. In addition, there is the likelihood of further education provision coming forward on the back of the Government's free school initiative if the need can be justified.</p> <p>The Council has decided through the Core Strategy that the significant unmet need for housing justifies the need to release Green Belt land for housing development. In doing so it is important that development is directed to the most sustainable locations of the Borough. It is within this broad spatial strategy context that sites are allocated for development. To clarify, the Site Allocations DPD proposes to remove 43.5% of the existing Green Belt in the ward of West Byfleet. Excluding site GB23 which will not be developed and will continue to provide open space and sports provision for the Junior and Infant schools, the total amount of Green Belt lost for development in West Byfleet is 37.8% (45ha). Whilst the Council sympathises with the concerns of local residents over the loss of Green Belt, it has ensured through a number of studies that any land that is released from the Green Belt will not undermine its overall purpose and integrity.</p>	
166	John	Osgood	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1 and 4. Whilst Policy CS6 of the Core Strategy seeks to protect the purpose of the Green Belt, it also commits the Council to release Green Belt land to meet development requirements of the Core Strategy. The proposal is therefore not contrary to Policy CS6 or the NPPF.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	The GBR considered other options to meet future need for pitches including WOK001 and WOK006. There are also sites with capacity to deliver 15 pitches each combined (land at West Hall WGB004a/SHLAWB019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
166	John	Osgood	GB7	The site is partly within Flood Zone 3a and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The justification for releasing Green Land for development and to meet the accommodation needs for Travellers has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1 and 4. Ten Acre Farm is about 3.36ha. 72.05% of the site is in Flood Zone 1. 6.52% in Flood Zone 2 and 5.51% in Flood Zone 3. The Council has carried out a sequential tests to justify the use of the site to meet the accommodation needs of Travellers. Development on the site will be directed to the area of the site with the least risk of flooding, i.e. Flood Zone 1. The is considered an enforceable approach that will be clarified in the allocation. The allocation also includes key requirement to ensure that detailed flood risk assessment is carried out to inform the planning application process for any scheme that will come forward for the delivery of the site. With the specifications set out in the key requirements of the allocation, the Council is satisfied that the site can be developed without significant flood risk to occupiers. It is also not envisaged that the development will exacerbate flood risk elsewhere. The site can be developed with no significant adverse impacts on the visual amenity of the area and nearby residents. There are robust policies in the Core Strategy to ensure that this is achieved,	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	Ten Acre Farm does not have the required accessibility, contrary to Woking Core Strategy and SHLAA. Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not close to facilities, Mayford has no supporting infrastructure, poor public transport, and provision of a communal building would not positively enhance the environment, increase openness or contribute to existing character.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Ten Acre Farm is an existing well established Traveller site. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0).	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	Ten Acre Farm borders two environmentally sensitive sites. Development will adversely impact these and cannot be adequately mitigated - Smarts Heath Common (Special Sites of Scientific Interest and an "Important Bird Area") and the Hoe Stream (Site of Nature Conservation Importance, linking habitat corridor to other SSSI sites).	The removal of GB7 Ten Acre Farm proposed expansion of the private	The Council has a clear objective to protect environmentally sensitive sites, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					Traveller site by up to 12 pitches from the DPD.	bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.	
166	John	Osgood	GB7	<p>The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the character of the local area or local environment.</p> <p>The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.</p> <p>Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.</p>	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008. Business use on the site would result in noise, traffic and nuisance to residents which is also out of keeping with the amenity and character of the immediate area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	It is intended to allocate the site for a business use. The site is allocated to meet the accommodation needs of Travellers. In doing so, the Council need to make sure that the allocation should reflect the extent to which traditional lifestyles can contribute to sustainability. The bullet point will be reworded to clarify this point. The overall justification for the allocation of the site for Travellers accommodation is comprehensively addressed in Section 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
166	John	Osgood	GB11	I strongly object to the proposal for housing on GB8, GB9, GB10 and GB11. The housing will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging of Woking and Guildford, contrary to Green Belt policy. No consideration given to preserving Mayford as a separate settlement or the impact on the character of the village.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The sites can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. It is not envisaged that based on the evidence the character of the area will be significantly undermined. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
166	John	Osgood	GB8	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						Strategy.	
166	John	Osgood	GB9	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	Please reconsider your plans	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
166	John	Osgood	GB10	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. More traffic in Prey Heath Road will increase risks for pedestrians, which is unlit and lacks footpaths. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	Please reconsider your plans	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The traffic and infrastructure of the proposals are comprehensively addressed by Section 3 and 20. The Core Strategy was informed by cumulative transport assessment that takes into account potential developments in nearby areas of the County. More importantly, the proposals include a requirement for detailed transport assessment to assess the transport implications of individual schemes and identify appropriate mitigation measures to address them. The Council will continue to work its neighbours and the County Council to address cross boundary transport problems in the area. The Council is satisfied that the identity of Mayford will be retained as a result of the proposals. this matter is addressed in Section 12 and 23 of the Issues and Matter Topic Paper.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
166	John	Osgood	GB10	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider, plans will have devastating effect on this unique, historic village. I support the views of Mayford Village Society.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
166	John	Osgood	GB11	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	
166	John	Osgood	GB8	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
166	John	Osgood	GB9	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	Please reconsider your plans	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential uses until the land has been properly remediated.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The SHLAA treats all sites in the Green Belt as currently not developable. Green Belt sites will only be released for development through the plan making process. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. Overall, the justification for the release of Green Belt land to meet developments needs of the area is comprehensively addressed in the Council's Issues and Matters Topic Paper. see Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	A sequential approach must be taken to identify suitable sites for allocation, with urban area sites considered before those in the Green Belt. However no urban sites appear to have been considered - there must be doubt as to the validity of no other sites across the whole of the Borough being identified or suitable. Where no sites are available in the	The removal of GB7 Ten Acre Farm proposed expansion of the private	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				urban area, priority will be given to sites on the edge of the urban area that benefit from good access to jobs, shops and other infrastructure and services. Mayford does not satisfy any of these criteria. The TAA suggests the site and its immediate surrounding be explored for potential future expansion. The DPD incorrectly uses the term 'intensification'. This site was never envisaged to be expanded outside the owners' immediate family. The Council has set aside GBR recommendations. No independently verified evidence demonstrating Woking Council has exhausted brownfield sites for Traveller development or why sites listed in the Green Belt Review as available and viable have not been included whilst others excluded. Ten Acre Farm and Five Acres are the ONLY proposed sites.	Traveller site by up to 12 pitches from the DPD.	Belt. The proposed allocations are considered the most sustainable when compared against the alternatives considered.	
166	John	Osgood	GB10	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
166	John	Osgood	GB11	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
166	John	Osgood	GB8	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				Station will be dangerous as there are no pavements.		<p>Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	
166	John	Osgood	GB9	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	Please reconsider your plans	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people.</p> <p>As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
166	John	Osgood	GB7	<p>Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density.</p> <p>The development of the site would be contrary to the Council's SHLAA 2014.</p>	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	<p>The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.</p>	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	<p>The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1 and 4. Whilst Policy CS6 of the Core Strategy seeks to protect the purpose of the Green Belt, it also commits the Council to release Green Belt land to meet development requirements of the Core Strategy. The proposal is therefore not contrary to Policy CS6 or the NPPF.</p>	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The GBR considered other options to meet future need for pitches including WOK001 and WOK006. There are also sites with capacity to deliver 15 pitches each combined (land at West Hall WGB004a/SHLAABW019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	The removal of GB7 Ten Acre Farm proposed expansion of the private	<p>The matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
					Traveller site by up to 12 pitches from the DPD.		
167	Sheila	Osgood	GB7	The site is partly within Flood Zone 3a and Flood Zone 2. This will result in development being closer to the road which will have unacceptable adverse impacts on the visual amenity, openness and character of the area.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The justification for releasing Green Land for development and to meet the accommodation needs for Travellers has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1 and 4. Ten Acre Farm is about 3.36ha. 72.05% of the site is in Flood Zone 1. 6.52% in Flood Zone 2 and 5.51% in Flood Zone 3. The Council has carried out a sequential tests to justify the use of the site to meet the accommodation needs of Travellers. Development on the site will be directed to the area of the site with the least risk of flooding, i.e. Flood Zone 1. The is considered an enforceable approach that will be clarified in the allocation. The allocation also includes key requirement to ensure that detailed flood risk assessment is carried out to inform the planning application process for any scheme that will come forward for the delivery of the site. With the specifications set out in the key requirements of the allocation, the Council is satisfied that the site can be developed without significant flood risk to occupiers. It is also not envisaged that the development will exacerbate flood risk elsewhere. The site can be developed with no significant adverse impacts on the visual amenity of the area and nearby residents. There are robust policies in the Core Strategy to ensure that this is achieved,	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	Ten Acre Farm does not have the required accessibility, contrary to Woking Core Strategy and SHLAA. Traveller sites should have safe and reasonable access to schools and other local facilities. Smarts Heath Road is not close to facilities, Mayford has no supporting infrastructure, poor public transport, and provision of a communal building would not positively enhance the environment, increase openness or contribute to existing character.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Ten Acre Farm is an existing well established Traveller site. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0).	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The site has little or no infrastructure or services on site at present and will require a substantial investment to connect the site to essential services. Acoustic barriers will also be required to mitigate the noise pollution from the railway line. The costs of preparing the site is likely to be in excess of £1.5 million.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	There is a lack of Very Special Circumstances to justify developing the site for Travellers accommodation, including the argument for unmet need. This is highlighted in the comments made by B Lewis MP.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The site offers no visual privacy and the noise pollution from the railway line is unlikely to be suitably mitigated. The road to the site is busy with lorries and with no footpath, this would result in health and safety concerns.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Core Strategy and the emerging Development Management Policies DPD contain robust policies to control pollution as a result of development. Examples are Policies DM5, DM6 and Dm7 of the Development Management Policies DPD.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	Ten Acre Farm borders two environmentally sensitive sites. Development will adversely impact these and cannot be adequately mitigated - Smarts Heath Common (Special Sites	The removal of GB7 Ten Acre Farm	The Council has a clear objective to protect environmentally sensitive sites, and indeed Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites.	No further modification is proposed as a result of this representation

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				of Scientific Interest and an "Important Bird Area") and the Hoe Stream (Site of Nature Conservation Importance, linking habitat corridor to other SNCI sites).	proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the use of the site as a Traveller site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward to deliver the necessary Traveller pitches to meet the accommodation needs of Travellers. Ten Acre Farm is already a functional established Traveller site. The Council is satisfied the intensification of the use of the site to include by an additional 12 pitches will not have significant adverse impacts on nearby designated sites that cannot be adequately mitigated by the key requirements of the allocation. The Council has consulted with Natural England and no objection has been raised over the expansion of the site and its impact on the SSSI. In addition, the Council has been working in partnership with Surrey County Council and the other Surrey districts and boroughs over time to prepare a detailed Borough-wide Landscape Character Assessment. There is nothing in the document that would have led the Council to different conclusions about the selection of Ten Acre Farm for expansion on landscape grounds. The Landscape Character Assessment is available on the Council's website.	
167	Sheila	Osgood	GB7	<p>The site is adjacent to 22 houses, including heritage assets. Development should comply with CS14, CS24 and the PPFTS in that it should have not adverse impacts on the character of the local area or local environment.</p> <p>The site was granted planning permission in 1987 for one family only. Additional pitches will have unacceptable adverse impacts on the visual amenity, character of the area and local environment and will have an adverse impact on the openness of the area which is contrary to CS6, CS14, CS24 and the Outlook, Amenity, Privacy and Daylight SPD.</p> <p>Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.</p>	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	<p>The proposed business use of the site would not comply with Designing Gypsy and Traveller sites 2008. Business use on the site would result in noise, traffic and nuisance to residents which is also out of keeping with the amenity and character of the immediate area.</p>	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	It is intended to allocate the site for a business use. The site is allocated to meet the accommodation needs of Travellers. In doing so, the Council need to make sure that the allocation should reflect the extent to which traditional lifestyles can contribute to sustainability. The bullet point will be reworded to clarify this point. The overall justification for the allocation of the site for Travellers accommodation is comprehensively addressed in Section 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB11	I strongly object to the proposal for housing on GB8, GB9, GB10 and GB11. The housing will fill in any green space between Mayford and Woking, turning Mayford into a suburb of Woking and increasing the risk of merging of Woking and Guildford, contrary to Green Belt policy. No consideration given to preserving Mayford as a separate settlement or the impact on the character of the village.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The Council has carried out a landscape assessment and landscape sensitivity for the sites to accommodate change. The sites can be developed without undermining the landscape assets of the area. This particular issue is comprehensively covered in Section 7 of the Issues and Matters Topic Paper. The allocation of the sites will not also undermine the physical separation between Woking and Guildford. This matter has been addressed in Section 12 of the Issues and Matters Topic Paper. It is not envisaged that based on the evidence the character of the area will be significantly undermined. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB8	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in	No further modification is proposed as a result of this representation

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						Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	
167	Sheila	Osgood	GB9	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The proposals are underpinned by an assessment of the landscape implications for developing the sites. The Council is satisfied that the landscape character and setting of the area will not be undermined as a result of the proposals. this matter is clarified in detail in the Council's Issues and Matters Topic Paper, Section 7. The overall character and heritage assets of the area will also not be significantly undermined. These are addressed in detail in Sections 23 and 19 of the Issues and Matters Topic Paper. The Council has assessed the capacity of the urban area to meet the development needs of the area. There is not sufficient land in the urban area to meet development needs over the plan period. This particular issue is addressed in detail in Section 11 of the Council's Issues and Matters Topic Paper. It is not envisaged that the proposal will compromise the physical separation between Woking and Guildford or lead to significant urban sprawl. This matter is addressed in detail in Section 12 of the Council's Issues and Matters Topic Paper. The character of Mayford is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB10	I strongly object to proposed housing on GB8, GB9, GB10 and GB11. More traffic in Prey Heath Road will increase risks for pedestrians, which is unlit and lacks footpaths. It will fill any green space between Mayford and Woking. Mayford will become a suburb of Woking and increasing the risk of merging with Guildford, against the purpose of Green Belt. There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Sections 1 and 2. The traffic and infrastructure of the proposals are comprehensively addressed by Section 3 and 20. The Core Strategy was informed by cumulative transport assessment that takes into account potential developments in nearby areas of the County. More importantly, the proposals include a requirement for detailed transport assessment to assess the transport implications of individual schemes and identify appropriate mitigation measures to address them. The Council will continue to work its neighbours and the County Council to address cross boundary transport problems in the area. The Council is satisfied that the identity of Mayford will be retained as a result of the proposals. this matter is addressed in Section 12 and 23 of the Issues and Matter Topic Paper.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	All of Woking's Traveller sites are concentrated in one part of the borough and Mayford already provides a major contribution towards the Traveller community. No justification for further expansion in Mayford.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 22.0	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	No independently verified evidence demonstrating Woking Council has exhausted brownfield sites for Traveller development or why sites listed in the Green Belt Review as available and viable have not been included whilst others excluded. Ten Acre Farm and Five Acres are the ONLY proposed sites.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against the alternatives considered.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB10	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider, plans will have devastating effect on this unique, historic village. I support the views of Mayford Village Society.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the	No further modification is proposed as a result of this representation

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						development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	
167	Sheila	Osgood	GB11	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB8	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB9	Wildlife will be wiped out on the site whilst there will be an increased risk to wildlife in protected Heathlands due to the proximity of the development. Please reconsider the plans as it will have a devastating impact on Mayford, a historic, unique village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	During the preparation of the Site Allocations DPD the Council consulted with Surrey Wildlife Trust and Natural England to discover the biodiversity value of each of the proposed sites. Overall the preferred sites did not raise any objection from Surrey Wildlife Trust or Natural England based on existing biodiversity features. The Council is committed to conserving and protecting existing biodiversity assets within the Borough. Outside of designated important sites and habitats, the Council will encourage new development to make positive contribution to biodiversity through the creation of green spaces and the creation of linkages between sites to create a local and regional biodiversity network of wildlife corridors and green infrastructure. This is clearly set out in Core Strategy Policy CS7: Biodiversity and nature conservation. In addition to this the Council will consult with the relevant biodiversity organisations including Surrey Wildlife Trust and Natural England during the detailed planning application stage as well as require applicants to carry out prior assessments of the site to provide information on species and habitats, as set out in the site specific Key Requirements. This will ensure the effective avoidance and/or mitigation of any adverse effects prior to approval of the development. The key requirements of the proposals will require where necessary an ecological assessment to be carried out to inform any planning decisions on the sites.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The site is considered to contain contaminated land. It is therefore unsuitable to consider using the site for residential uses until the land has been properly remediated.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The SHLAA treats all sites in the Green Belt as currently not developable. Green Belt sites will only be released for development through the plan making process. Ten Acre Farm is an existing well established Traveller site. The Council is satisfied that the use can sustainably be intensified to accommodate further additional pitches. The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). In addition, all of the sites set out in the Site Allocations DPD will require site preparation and ground works to be carried out prior to development taking place. Depending on the recent and historic uses of the site, its location and site constraints, site specific matters will be fully assessed and where necessary, mitigation measures identified to address any adverse impacts. The key requirements of the allocation will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area. The Council is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site	No further modification is proposed as a result of this representation

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						acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. Overall, the justification for the release of Green Belt land to meet developments needs of the area is comprehensively addressed in the Council's Issues and Matters Topic Paper. see Sections 1, 2 and 4.	
167	Sheila	Osgood	GB7	A sequential approach must be taken to identify suitable sites for allocation, with urban area sites considered before those in the Green Belt.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The Council has assessed the capacity of the urban area to accommodate the development needs of the area. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 11. Sufficient sites could not be identified in the urban area to meet development needs over the entire Core Strategy period. The justification for the release of Green Belt land to meet development needs is comprehensively addressed in Sections 1, 2 and 4 of the Council's Issues and Matters Topic Paper. The Council has also carried out a Sustainability Appraisal of alternative sites in the urban area and in the Green Belt. The proposed allocations are considered the most sustainable when compared against the alternatives considered.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	The TAA suggests the site and its immediate surrounding be explored for potential future expansion. The DPD incorrectly uses the term 'intensification'. This site was never envisaged to be expanded outside Mr Lee's immediate family. The Council has set aside GBR recommendations.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable. The Council believes that the proposed allocations are the most sustainable when compared with other reasonable alternatives.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB10	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	None stated.	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p> <p>In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.</p>	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB11	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	None stated.	<p>The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car.</p>	No further modification is proposed as a result of this representation

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						In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	
167	Sheila	Osgood	GB8	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB9	No consideration to the impact on infrastructure that the increased population will result in. There will be more cars and traffic. There are no plans to upgrade the roads or bridges or any solutions to deal with the existing traffic problems on Egley Road. Additional homes in the wider area will make the situation worse. Houses can not be built without supporting infrastructure. The road to Worplesdon Station will be dangerous as there are no pavements.	None stated.	The general approach to infrastructure provision to support the proposals in the Site Allocations DPD is addressed in the Issues and Matters Topic Paper (Section 3.0). The way that the traffic impacts of the proposals are assessed is comprehensively addressed in the Issues and Matters Topic Paper. See Section 20. The existing shops in Mayford form the Mayford Neighbourhood Centre which caters for the everyday needs of those living locally. The proposed allocations set around Mayford would inevitably increase the number of people living locally, placing a greater demand on the shops and services currently offered in the Neighbourhood Centre. The proposed allocation at Egley Road Garden Centre (GB9) notes that there is an opportunity to provide an element of retail/community development to enhance the rather dispersed provision currently in the Mayford area. It is envisaged that this relevantly small provision of retail and/or community development will meet the day to day needs of local people and therefore help to reduce the need to travel by car. In addition planning permission has recently been granted for a new secondary school and leisure centre at the site known as 'Nursery land adjacent to Egley Road (GB8)'. The provision of this infrastructure will further support the daily needs of local people. As part of Transport for Woking, the Council is working with the relevant operators and providers to see how best they can collectively enhance existing operational deficiencies in public transport service provision to meet the increasing demand. The Council is also working with interested parties such as Network Rail, Enterprise M3 and the County Council to ensure that there is future investment to deliver the necessary public transport infrastructure to meet the projected demand on the back of the Core Strategy.	No further modification is proposed as a result of this representation
167	Sheila	Osgood	GB7	Ten Acre Farm is not currently deliverable as the landowner has not confirmed that the site is available for development. The landowner wishes to develop the site for their own accommodation and not for an increase in Traveller accommodation. Development of the site will be economically viable at a low density. The development of the site would be contrary to the Council's SHLAA 2014.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4. The Council believes that the site can be developed without undermining the overall character of the area and/or the heritage assets of the area. The Council is satisfied that the site is developable and will be available for development. The site can also be developed without significant harm to the general amenity of the occupiers of the site. A number of the proposed allocations in the DPD are sited on land which could have land contamination from previous or historic land uses. This proposed allocation includes a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as contamination are fully assessed and where necessary mitigation measures identified to address adverse impacts. Subject to thorough contamination assessments being carried out and the implementation of any necessary remediation measures, the Council is satisfied that the development of the site is sustainable.	No further modification is proposed as a result of this representation

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1621	David, Florence	Overy	GB11	Damage to wellbeing of common and heathland which are important to the village. Please also refer to the response by the Mayford Village Society who I am happy also to represent my views.	None stated.	<p>Policies CS7: Biodiversity and Nature Conservation and CS8: Thames Basin Heaths Special Protection Areas reiterates the importance of protecting environmentally sensitive sites. Nevertheless, the Council is satisfied that the site can be development for the proposed use without significant damage to surrounding environmentally sensitive sites. This conclusion is supported by the available evidence such as the Habitats Regulations Assessment, Sustainability Appraisal and the Landscape Assessment. None of the relevant environmental bodies such as Natural England have objected to the proposed allocation of the site on the basis of its potential significant impacts on environmentally sensitive sites. The site does not fall within any of the areas identified in the Green Belt boundary review report and the SA as absolute constraints. The Council is therefore confident that the site can be brought forward for development.</p> <p>The proposed allocations include a list of key requirements to be met to make the development of the site acceptable. This includes making sure that site specific matters such as biodiversity are fully assessed and where necessary mitigation measures identified to address adverse impacts. The requirements will also ensure that the siting, layout and design of the site minimises any adverse impacts on the amenity of nearby residents and the landscape setting of the area.</p> <p>The response to the Mayford Village Society can be found under Representor ID 563.</p>	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB11	Development would provide housing for people from other areas and there is no need.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, paragraph 1.1 to 1.5. It is therefore reasonable to state that most of the housing need for the Borough is internally generated.	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB8	The area should be preserved for affordable housing for young local people, with a planning condition that the houses are sold only to owner occupiers.	None stated.	Core Strategy Policy CS12: Affordable Housing and the Affordable Housing Delivery Supplementary Planning Document (SPD) outline the policy requirements for the provision of on-site affordable housing. The draft allocation states that a 50% provision of affordable housing will be required for this site. This will be reviewed in the future to ensure that the key requirements for the allocation are in line with current national planning policy, with an emerging focus from the Government on the delivery of starter homes for young people.	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB10	Object to the proposals. Development will result in multimillion pound houses that Mayford does not need. The impact of the development will change the nature and environment of Mayford.	None stated.	<p>The key requirements for the proposed allocation state that a 50% affordable housing contribution would need to be provided in-situ. This would be in order to comply with Core Strategy Policy CS12: Affordable Housing and the guidance set out in the Affordable Housing Delivery SPD.</p> <p>As noted from the Strategic Housing Market Assessment (SHMA) most of the housing need for the Borough is internally generated. Consequently, it is envisaged that planning to meet that need should not undermine the overall social fabric of the area. The Core Strategy, the emerging Development Management Policies DPD and the Design Supplementary Planning Document (SPD) include robust policies and guidance to make sure that the design of development that will come forward on the allocated sites is of high standard and sympathetic to the general character of the area. There is no doubt that the development of the sites will increase the population of some areas/war. However, it is expected that development will be supported by adequate infrastructure to minimise any social, environmental and infrastructure pressures in the area as a result of the development. Development will also be built to high environmental standards in accordance with the environmental/climate change requirements of the Core Strategy. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined.</p>	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB7	There is already adequate traveller site provision in the borough.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 4.0.	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB9	No objection to development on what can be described as a Brownfield site	None stated.	Support for the proposed allocation noted.	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB8	No serious objection provided a green area is maintained between the proposed development and the houses in Old Hill. This includes trees, public open space and planting. The wooded area to the south should be preserved for life and 'green living needs'.	None stated.	The Council agree that a landscape / ecological / tree survey should be undertaken prior to development to determine the levels of biodiversity on the site as well as valuable landscape features on and adjacent to the site. This is set out within the key requirements for the proposed allocation. In addition, the key requirements also note that appropriate landscaping including buffer zones and positive contributions towards biodiversity through the creation of green infrastructure, retention or enhancement of any features of nature conservation value onsite and the creation of linkages with the GI network such as wildlife features and corridors should be incorporated into the design proposals. The provision of open space will also be required. The wooded area to the south of the site would be considered as part of the tree surveys at the planning application stage.	No further modification is proposed as a result of this representation
1621	David, Florence	Overy	GB8	No serious objection as investment in education, sports and leisure should be supported. It is important to mitigate light	None stated.	<p>The in principle support for the proposed education, sports and leisure facilities are noted.</p> <p>The Core Strategy Policy CS21: Design, the Design Supplementary Planning Document (SPD)</p>	No further modification is proposed as a result

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				and noise pollution and late night activities.		and Outlook, Amenity, Privacy and Daylight SPD include robust policies and guidance to make sure that the design of development that will come forward on the allocated sites achieves a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of light and noise pollution.	of this representation
1621	David, Florence	Overy	General	The road system and existing infrastructure in Mayford Village is inadequate to cater for hundreds more houses. Traffic problems have increased and with the adjacent developments of Moor Lane and Westfield Road there will be further congestion. Further development will result in gridlock on the A320 and there is no solution to this as the road bottlenecks at Woking and Guildford.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	General	Our house directly overlooks the Green Belt land you are proposing to release south of the High Road. We bought here because of the privacy and views over the fields and understanding that the land was Green Belt which could not be developed. Development will cause major disruption, noise and pollution, destroy views and privacy, and devalue property.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. See Section 1. The Council is satisfied that the proposals will not significantly undermine the character of the area. The are robust policies and key requirements included in the allocations to minimise any adverse impacts of the proposals.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	GB4	We strongly object to development on the small amount of Green Belt left in Byfleet. Byfleet is a small village, struggling to cope with bad traffic at peak times, unstable infrastructure and regular flooding issues on one of the proposed sites. It will be unable to cope with the additional people and cars.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The study acknowledges the traffic impacts on the A245. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The general approach to dealing with this issues is set out in detail in Sections 20 and 3 of the Council's Issues and Matters Topic Paper. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms. The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. Under the Duty to Cooperate the Council has been working with neighbouring authorities to ensure that the cross boundary implications of their proposals are assessed and appropriate mitigation introduced to address any adverse impacts. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	GB5	We strongly object to development on the small amount of Green Belt left in Byfleet. Byfleet is a small village, struggling to cope with bad traffic at peak times, unstable infrastructure and regular flooding issues on one of the proposed sites. It will be unable to cope with the additional people and cars.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The study acknowledges the traffic impacts on the A245. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The	No further modification is proposed as a result of this representation

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						general approach to dealing with this issues is set out in detail in Sections 20 and 3 of the Council's Issues and Matters Topic Paper. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms. The Council has constructively and positively been working with the County Council in assessing the transport impacts of both the Core Strategy which the Site Allocations DPD seeks to deliver and the Site Allocations DPD itself. The two authorities have worked together to carry out the Strategic Transport Assessment (2010) to inform the Core strategy, the Infrastructure Delivery Plan (IDP) to identify the infrastructure requirements to support the Core strategy, the Transport Strategy and Programme, the Regulation 123 list which Community Infrastructure Levy will be spent and the latest Strategic Transport Assessment (2015) to support the Site Allocations DPD. It has also worked with the County Council and the other Surrey authorities to prepare the Cumulative Assessment of Future Development Impacts on the Highway. Under the Duty to Cooperate the Council has been working with neighbouring authorities to ensure that the cross boundary implications of their proposals are assessed and appropriate mitigation introduced to address any adverse impacts. The proposals of the DPD are informed by comments from the County Council both formally and informally. The Council is committed to continue to work positively with the County Council throughout the Site Allocations DPD process and beyond to address common and strategic transport issues of the area.	
1189	S. S Rye	Owen	GB15	There is no need for Woking Borough Council to build on Green Belt in Byfleet to satisfy housing targets. Proposals would cause a massive increase in congestion over existing problems, and increase pollution. Exhaust fumes are a significant public health concern; we already have fumes from M25, air quality along Parvis Road is particularly bad, higher than the recommended levels, this will only get worse.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The traffic implications of the proposals is also addressed in detail in Section 20 of the Issues and Matters Topic Paper. The Council has robust policies in the Core Strategy and the emerging Development Management Policies DPD to ensure that the air quality implications of the proposals are addressed.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	GB16	There is no need for Woking Borough Council to build on Green Belt in Byfleet to satisfy housing targets. Proposals would cause a massive increase in congestion over existing problems, and increase pollution. Exhaust fumes are a significant public health concern; we already have fumes from M25, air quality along Parvis Road is particularly bad, higher than the recommended levels, this will only get worse.	None stated.	The justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matters Topic Paper. See Sections 1, 2 and 4. The traffic implications of the proposals is also addressed in detail in Section 20 of the Issues and Matters Topic Paper. The Council has robust policies in the Core Strategy and the emerging Development Management Policies DPD to ensure that the air quality implications of the proposals are addressed.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	General	We do not understand why there wasn't more notification about this proposal in Byfleet. Everyone should have been informed. For all other planning applications, local residents are notified by letter and notices are put on lamp posts within the affected area.	None stated.	The representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 6. Nevertheless, the Council values community involvement and will continue to involve the community in the next stages of the DPD.	No further modification is proposed as a result of this representation
1189	S. S Rye	Owen	General	You are proposing taking the last small bit of Green Belt land left in Byfleet. Urge you to explore options in others areas. Byfleet is a small village struggling to cope with what we have already. We will fight to protect the Green Belt, we neither want nor need any further development.	None stated.	The justification for the release of Green Belt land to meet future development needs is comprehensively addressed by the Council's Issues and Matters Topic Paper. In addition to development that has taken place and those likely to come forward in the urban area, there will still be the need to identify Green Belt land to meet future development needs. A Sustainability Appraisal has been carried out to ensure that the environmental, social and economic impacts of the proposals are taken into account and any adverse impacts minimised. The site that are proposed to be allocated are the most sustainable when compared against other reasonable alternatives.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB4	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB15	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB12	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation

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1540	J. N.	Owen	GB13	Much of Byfleet and the proposed development area has already flooded or is in danger of flooding.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 5.0	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	The Byfleet Petition with some 2,500 names has been ignored. I trust the Planning Committee will reject this proposal.	None stated.	The Byfleet Petition states 'we the undersigned residents of Byfleet, strongly object to any further erosion of our Green Belt, especially in the area surrounding Murrays Lane. We therefore ask Woking Borough Council to do their utmost to preserve this last small area of countryside around the village'. The Council has taken the petition into account as a representation to the Regulation 18 consultation and has formally responded under Representor ID 1524.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB15	The Byfleet Petition with some 2,500 names has been ignored. I trust the Planning Committee will reject this proposal.	None stated.	The Byfleet Petition states 'we the undersigned residents of Byfleet, strongly object to any further erosion of our Green Belt, especially in the area surrounding Murrays Lane. We therefore ask Woking Borough Council to do their utmost to preserve this last small area of countryside around the village'. The Council has taken the petition into account as a representation to the Regulation 18 consultation and has formally responded under Representor ID 1524.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	The Byfleet Petition with some 2,500 names has been ignored. I trust the Planning Committee will reject this proposal.	None stated.	The Byfleet Petition states 'we the undersigned residents of Byfleet, strongly object to any further erosion of our Green Belt, especially in the area surrounding Murrays Lane. We therefore ask Woking Borough Council to do their utmost to preserve this last small area of countryside around the village'. The Council has taken the petition into account as a representation to the Regulation 18 consultation and has formally responded under Representor ID 1524.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB12	The Byfleet Petition with some 2,500 names has been ignored. I trust the Planning Committee will reject this proposal.	None stated.	The Byfleet Petition states 'we the undersigned residents of Byfleet, strongly object to any further erosion of our Green Belt, especially in the area surrounding Murrays Lane. We therefore ask Woking Borough Council to do their utmost to preserve this last small area of countryside around the village'. The Council has taken the petition into account as a representation to the Regulation 18 consultation and has formally responded under Representor ID 1524.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB13	The Byfleet Petition with some 2,500 names has been ignored. I trust the Planning Committee will reject this proposal.	None stated.	The Byfleet Petition states 'we the undersigned residents of Byfleet, strongly object to any further erosion of our Green Belt, especially in the area surrounding Murrays Lane. We therefore ask Woking Borough Council to do their utmost to preserve this last small area of countryside around the village'. The Council has taken the petition into account as a representation to the Regulation 18 consultation and has formally responded under Representor ID 1524.	No further modification is proposed as a result of this representation
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1540	J. N.	Owen	GB4	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB15	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the	No further modification is proposed as a result of this representation

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						proposed development to avoid unacceptable standards of provision in the area.	
1540	J. N.	Owen	GB12	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB13	The existing infrastructure is inadequate and must be addressed before any developments.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. In addition, the Infrastructure Delivery Plan notes that at present there is adequate GP provision to meet overall demand in the Borough. Whilst this is the case, it is also accepted that there might be locally specific pressures of over subscription that needs to be addressed. Whilst traditionally health provision reacts to meet projected demand, the Council is seeking to work with the Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB4	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB15	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	
1540	J. N.	Owen	GB12	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB13	A245 will be unusable and Byfleet will be gridlocked.	None stated.	The Council has carried out a revised Green Belt Boundary Review Sensitivity Test – Strategic Transport Assessment (TA) (2015) to assess the transport implications of the allocated sites. The TA acknowledges that there will be a net but marginal increase in traffic over and above the existing situation, which could be mitigated to enable the delivery of the proposed allocated sites. The mitigation measures will comprise both strategic schemes to be funded by developer contributions and other sources of funding and by site specific measures to be determined as part of detailed Transport Assessments to support planning applications. Specific requirements have been incorporated in the relevant proposed allocations to make sure that development impacts are fully assessed and appropriate site specific measures are identified to address any adverse impacts. The Council is working with the County Council to identify the strategic schemes. This will also be used to inform the future review of the IDP and the Transport Strategy and Programme. The County Council as Highway Authority for the area is satisfied that the approach to mitigation taken by the Council will minimise any adverse traffic impacts of the DPD to enable development to be acceptable in transport terms.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB4	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is</p>	No further modification is proposed as a result of this representation

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
						therefore relatively modest.	
1540	J. N.	Owen	GB15	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB12	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p> <p>Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.</p>	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB13	The proposal would remove most of Byfleet's Green Belt whilst most of Woking's Green Belt remains.	None stated.	<p>The Council accepts that the proposed allocation of sites for development is not evenly spread across the Borough. This could not be achieved because of the uneven distribution of constraints and the need to make sure that development is directed to the most sustainable locations when compared against all other reasonable alternatives. More importantly, the Council has to make sure that any land that is released from the Green Belt does not undermine its overall purpose and integrity. The available evidence suggest that the sites proposed for allocation in Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. The Site Allocations DPD proposes to remove 18.3% of the existing Green Belt in the ward of Byfleet. Excluding site GB17 which will not be developed and is proposed to be used as publically accessible open space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha).</p>	No further modification is proposed as a result of this representation

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						Overall the Site Allocations DPD proposes to remove 3.46% of Green Belt land from across the Borough, including Byfleet, West Byfleet, Pyrford, Mayford and Brookwood. This is to meet development needs up to 2040 and the amount of land being proposed to be released is therefore relatively modest.	
1540	J. N.	Owen	GB4	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB5	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB15	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB16	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB12	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation
1540	J. N.	Owen	GB13	Objects to Green Belt development, it should be preserved and other land is available.	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and Section 11.0.	No further modification is proposed as a result of this representation