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1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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
1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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
1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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
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1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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
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1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
1281	Craig	Waddle	GB4	The existing infrastructure is inadequate, this must be rectified before any development e.g. more schools, doctor provision and better roads	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, particularly paragraph 3.8, Section 20.0 and Section 24.0 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
111	Alexander	Xenos	GB12	A resident of Pyrford who moved here because of the natural beauty and green landscape. Object to the proposals as they will have a negative impact on the landscape and environment here	None stated.	It is not envisaged that the proposals will adversely impact on the heritage assets or landscape setting of the area. this matter has been addressed in the Council's Issues and Matter Topic Paper. See Section 19 and 7. 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. The Council is satisfied that the methodology for carrying out the Green Belt boundary review is robust and has been applied consistently throughout the review. The DPD is informed by a range of evidence. Collectively, they justify the allocation of the sites.	No further modification is proposed as a result of this representation
111	Alexander	Xenos	GB13	A resident of Pyrford who moved here because of the natural beauty and green landscape. Object to the proposals as they will have a negative impact on the landscape and environment here	None stated.	It is not envisaged that the proposals will adversely impact on the heritage assets or landscape setting of the area. this matter has been addressed in the Council's Issues and Matter Topic Paper. See Section 19 and 7. 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
676	Lara	Xenoudakis	GB15	80% of the Green Belt in West Byfleet is being developed and most Green Belt land being used is in West Byfleet. They have been chosen as they are cheaper and no consideration for the health, community and quality of life for residents.	Without having alternative traffic routes, additional schools and additional health care we don't not feel that there can be any modifications.	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 West Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. 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). 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.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	GB16	80% of the Green Belt in West Byfleet is being developed and most Green Belt land being used is in West Byfleet. They have been chosen as they are cheaper and no consideration for the health, community and quality of life for residents.	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 West Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. 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). 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	No further modification is proposed as a result of this representation

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						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.	
676	Lara	Xenoudakis	GB16	Development here would have a significant negative impact on the local area if both GB15 and GB16 are developed.	There are no considerations for modifications. Just because the land is flat, I contaminated, near to a village, close to an overloaded road is not the right reasons to choose these sites.	The Council notes the proposed modification. It should be noted that the Council has based the draft Site Allocations DPD on a number of evidence based documents including the Sustainability Appraisal (SA), Green Belt boundary review and Transport Assessment (TA). The Council is satisfied that the proposals in the DPD are the most sustainable when compared against the reasonable alternatives. 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
676	Lara	Xenoudakis	Pathways of Impact	Scientific evidence needs to be conducted in regards to pollution. The level of service assessment will change from a D approaching unstable flow to E unstable flow no usable gaps to manoeuvre in traffic. We cannot even get out of our road from Dartnell Park in a morning or evening at this stage let alone without an additional 500+ homes.	None stated.	The site is in close proximity to the existing urban area, including bus routes, cycle routes and public footpaths, and has potential to reduce reliance on the private car, and therefore associated vehicle emissions by promoting walking and cycling. This is noted within the key requirements for the site which note that the provision of pedestrian and cycle facilities are required to make sure the site is integrated into the local context. In addition, the Development Management Policies DPD contains robust policy wording to prevent development proposals that will have a significant negative impact on air quality without identifying and implementing suitable mitigation measures. This level of detail will be considered at the planning application stage and will be required to demonstrate the baseline and future air quality levels based on up to date evidence. 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 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 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.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	Cumulative impacts	Concerns of flooding in the area, extra houses will increase this risk. The local drainage system is extremely old. Waste and health requirements will also be too much.	None stated.	The representation regarding flooding has been addressed in the Council's Issues and Matters Topic Paper. See Section 5.0. In addition, the Council can confirm that none of the proposed development sites are located within a functional floodplain, whilst proposed sites GB15 and GB16 are located within Flood Zone 1, where development is encouraged to take place due to	No further modification is proposed as a result of this representation

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						the low flood risk. The representation regarding drainage systems has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.10. 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.	
676	Lara	Xenoudakis	GB15	Congestion is an issue on local roads. The ratio to flow capacity will be 1.61 which is an unacceptable deterioration.	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 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 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.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	GB16	Congestion is an issue on local roads. The ratio to flow capacity will be 1.61 which is an unacceptable deterioration.	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 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 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	No further modification is proposed as a result of this representation

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						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.	
676	Lara	Xenoudakis	GB15	We cannot get our children into local schools and have to travel to Elmbridge everyday - which takes a long time due to the traffic.	None stated.	Whilst the Council sympathises with this situation, Surrey County Council is the main provider of Education in the area and they have provided a detailed assessment of education needs to support the Core Strategy. They are 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. Regarding traffic flows, 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
676	Lara	Xenoudakis	GB16	We cannot get our children into local schools and have to travel to Elmbridge everyday - which takes a long time due to the traffic.	None stated.	Whilst the Council sympathises with this situation, Surrey County Council is the main provider of Education in the area and they have provided a detailed assessment of education needs to support the Core Strategy. They are 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. Regarding traffic flows, 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
676	Lara	Xenoudakis	GB15	We moved to West Byfleet to have a cleaner life style for our young family and it's being broken apart.	None stated.	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. 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.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	GB16	We moved to West Byfleet to have a cleaner life style for our young family and it's being broken apart.	None stated.	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	No further modification is proposed as a result of this representation

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						proposed allocations are the most sustainable to deliver the objectives of the Core Strategy when compared against other reasonable alternatives. 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.	
676	Lara	Xenoudakis	GB15	The community is too full and additional homes will destroy the community.	None stated.	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. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The representation regarding traffic has been addressed in the Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	GB16	The community is too full and additional homes will destroy the community.	None stated.	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. Overall, the Council is satisfied that the social, environmental and economic character of the area will not be significantly undermined. The representation regarding traffic has been addressed in the Issues and Matters Topic Paper. See Section 3.0.	No further modification is proposed as a result of this representation
676	Lara	Xenoudakis	Cumulative impacts	Development should be evenly spread over the 21 Green Belt sites. 80-90% of West Byfleet Green Belt will be lost and nature will be impacted, as well as the character of the villages. Loosing a sense of community will result in anti-social behaviour.	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 West Byfleet are in sustainable locations and can be released for development without compromising the purpose of the Green Belt. 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. The representation regarding quality of life and local character has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 23.0. There is no evidence to suggest that the proposed allocation will result in an increase in crime or the fear of crime. In addition, the Council will liaise with the Police at the planning application stage to ensure that any opportunities for crime are designed out. 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	No further modification is proposed as a result of this representation

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						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.	
1078	Sue	Yearley	GB14	Green Belt land in Mayford is fundamental to the physical separation of Woking, Mayford and Guildford. It is incorrectly classified only as “important” in the Green Belt Review.	None stated.	It is not envisaged that the proposals will undermine the physical separation between Guildford and Mayford. This matter is addressed in detail in the Council's Issues and Matters Topic Paper. See Section 12.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	GB10	Green Belt is fundamental to the separation of Woking, Mayford and Guildford. This is only classified as Important in the GBBR.	None stated.	It is not envisaged that the proposals will undermine the physical separation between Woking and Guildford. This matter is addressed in detail in Section 12 of the Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	GB11	Green Belt land is fundamental to the physical separation of Woking, Mayford and Guildford, this is incorrectly classified only as “important” in the Green Belt Review.	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 in particular is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	GB10	I object to the removal of GB10, GB11 and GB14 from the Green Belt and proposals to build houses on GB10 and GB11. Development is contrary to national policy which states that Green Belt boundaries should only be altered in “exceptional circumstances” – this case has not been proven. Housing need – including for Traveller sites – does not justify inappropriate development.	None stated.	The Justification for the release of Green Belt land for development is comprehensively addressed in the Council's Issues and Matter Topic Paper. See Sections 1, 2 and 4.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	GB14	I object to the removal of GB10, GB11 and GB14 from the Green Belt and proposals to build houses on GB10 and GB11. Development is contrary to national policy which states that Green Belt boundaries should only be altered in “exceptional circumstances” – this case has not been proven. Housing need – including for Traveller sites – does not justify inappropriate development.	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
1078	Sue	Yearley	GB11	I object to the removal of GB10, GB11 and GB14 from the Green Belt and proposals to build houses on GB10 and GB11. Development is contrary to national policy which states that Green Belt boundaries should only be altered in “exceptional circumstances” – this case has not been proven. Housing need – including for Traveller sites – does not justify inappropriate development.	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
1078	Sue	Yearley	GB14	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).	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. The Council is satisfied that the proposed Green Belt boundary will be defensible and have permanent endurance beyond the Plan period. The site can also be developed without undermining the integrity of the escarpment.	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
1078	Sue	Yearley	GB10	Land North of Saunders Lane should not be considered for development as it includes “Escarpments and Rising Ground of Landscape Importance” (Policy CS24).	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 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.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	GB11	Land North of Saunders Lane includes ""Escarpments and Rising Ground of Landscape Importance"" and should not be considered for 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. 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.	No further modification is proposed as a result of this representation
1078	Sue	Yearley	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.	None stated.	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
1078	Sue	Yearley	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.	None stated.	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
1078	Sue	Yearley	GB14	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.	None stated.	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
442	Jon	Yendell	GB10	Object to proposals in Hook Heath. Appreciate the need for housing, employment and infrastructure for future growth. The GB should only be released in exceptional circumstances. This has not been demonstrated. The Core Strategy identifies the release of GB for housing, however the Council has identified a further GB land for an additional 1200 houses post 2027. Exceptional circumstances has not been demonstrated.	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
442	Jon	Yendell	GB11	Object to proposals in Hook Heath. Appreciate the need for housing, employment and infrastructure for future growth. The GB should only be released in exceptional circumstances. This has not been demonstrated. The Core Strategy identifies the release of GB for housing, however the Council has identified a further GB land for an additional 1200 houses post 2027. Exceptional circumstances has not been demonstrated.	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
442	Jon	Yendell	GB14	Object to proposals in Hook Heath. Appreciate the need for housing, employment and infrastructure for future growth. The GB should only be released in exceptional circumstances. This has not been demonstrated. The Core Strategy identifies the release of GB for housing, however the Council has identified a further GB land for an	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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
				additional 1200 houses post 2027. Exceptional circumstances has not been demonstrated.			
442	Jon	Yendell	GB14	The local road infrastructure is already stretched. The GBBR uses travel times base on Google, which does not reflect actual travel times- particularly at rush hour. Hook Hill Lane and Holly Bank Road are rat runs- problems will intensify with new housing	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
442	Jon	Yendell	GB10	The local road infrastructure is already stretched. The GBBR uses travel times base on Google, which does not reflect actual travel times- particularly at rush hour. Hook Hill Lane and Holly Bank Road are rat runs- problems will intensify with new housing	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
442	Jon	Yendell	GB11	The local road infrastructure is already stretched. The GBBR uses travel times base on Google, which does not reflect actual travel times- particularly at rush hour. Hook Hill Lane and Holly Bank Road are rat runs- problems will intensify with new housing	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
442	Jon	Yendell	GB10	One of the main functions of GB is to prevent urban sprawl and the coalescence of settlements. The proposal will coalesce the settlements of Hook Heath and Mayford	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 15.0	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB11	One of the main functions of GB is to prevent urban sprawl and the coalescence of settlements. The proposal will coalesce the settlements of Hook Heath and Mayford	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 15.0	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB14	One of the main functions of GB is to prevent urban sprawl and the coalescence of settlements. The proposal will coalesce the settlements of Hook Heath and Mayford	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 12.0 and 15.0	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB10	Policy CS24 requires development that will benefit the landscape and townscape character and conserve/enhance landscape features including Escarpments. The Council should seek to protect Hook Heath Escarpment for future generations.	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. The Green Belt Boundary Review assessed the parcel's Landscape sensitivity and capacity for change. The assessment confirmed that there were parts of the Escarpment that were steeply sloping and prominent, where these would be sensitive to development in landscape and visual terms, however it also found that parts of site were either level or shallow sloping that could accommodate some development. Nevertheless, any development proposal that comes forward will need to demonstrate that relevant Development Plan Policies have been met, including CS24: Woking's Landscape and Townscape.	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB11	Policy CS24 requires development that will benefit the landscape and townscape character and conserve/enhance landscape features including Escarpments. The Council should seek to protect Hook Heath Escarpment for future generations.	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. The Green Belt Boundary Review assessed the parcel's Landscape sensitivity and capacity for change. The assessment confirmed that there were parts of the Escarpment that were steeply sloping and prominent, where these would be sensitive to development in landscape and visual terms, however it also found that parts of site were either level or shallow sloping that could accommodate some development. Nevertheless, any development proposal that comes forward will need to demonstrate that relevant Development Plan Policies have been met, including CS24: Woking's Landscape and Townscape.	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB14	Policy CS24 requires development that will benefit the landscape and townscape character and conserve/enhance landscape features including Escarpments. The Council should seek to protect Hook Heath Escarpment for future generations.	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. The Green Belt Boundary Review assessed the parcel's Landscape sensitivity and capacity for change. The assessment confirmed that there were parts of the Escarpment that were steeply sloping and prominent, where these would be sensitive to development in landscape and visual terms, however it also found that parts of site were either level or shallow sloping that could accommodate some development. Nevertheless, any development proposal that comes forward will need to demonstrate that relevant Development Plan Policies have been met, including CS24: Woking's Landscape and Townscape.	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
442	Jon	Yendell	GB10	No consultation held on the GBBR The GBBR recommends the sites on the basis of proximity to a local centre- which only contains a post office, barbers and public house. This hardly constitutes a sustainable local centre.	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 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
442	Jon	Yendell	GB11	No consultation held on the GBBR The GBBR recommends the sites on the basis of proximity to a local centre- which only contains a post office, barbers and public house. This hardly constitutes a sustainable local centre.	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 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
442	Jon	Yendell	GB14	No consultation held on the GBBR The GBBR recommends the sites on the basis of proximity to a local centre- which only contains a post office, barbers and public house. This hardly constitutes a sustainable local centre.	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 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
442	Jon	Yendell	GB14	Removal of GB14 from GB for GI is not necessary as there is no change of use. Also, no exceptional circumstances has been demonstrated	None stated.	The site formed part of a wider parcel in the Green Belt Boundary Review (GBBR). The GBBR concluded that the sites within the parcel should be comprehensively planned to include various uses including green infrastructure. This site was considered suitable for green infrastructure only due to its more prominent position at a higher point on the Escarpment of rising ground. Taking into account the wider parcel and the proposed site allocations, alongside the need to ensure a clear well defined boundary. It is considered that GB14 should be removed from the GB boundary and allocated for Green Infrastructure.	No further modification is proposed as a result of this representation
442	Jon	Yendell	GB10	The proposed 30dph is above the average 5.5dph or less of the surrounding area	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
442	Jon	Yendell	GB11	The proposed 30dph is above the average 5.5dph or less of the surrounding area	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
442	Jon	Yendell	GB14	The proposed 30dph is above the average 5.5dph or less of the surrounding area	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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
57	Catherine	Yeo	GB8	Highlights national policy on alterations to the Green Belt, states that 'exceptional circumstances' have not been demonstrated and that housing need does not justify harm to the Green Belt by inappropriate development.	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
57	Catherine	Yeo	GB8	No independently verified evidence has been produced to show the Council has exhausted its supply of brownfield sites.	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
57	Catherine	Yeo	GB8	The Green Belt Review incorrectly dismissed the Green Belt Purpose "To preserve the setting and special character of historic towns" with regard to Mayford.	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
57	Catherine	Yeo	GB8	The Council states it considers land available for development and owned by the Council or a Developer as more 'viable' for removal from the Green Belt, but ownership status has no bearing on Green Belt designation.	None stated.	Ownership of land has not influenced the selection of sites. This matter is comprehensively addressed in the Council Issues and Matters Topic Paper. See Section 13.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB8	The Green Belt Review was inconsistent in its approach to identifying and excluding sites including constraints.	None stated.	The methodology for carrying out the Green Belt boundary review is robust and applied consistently. The Council has used a range of evidence to support the DPD and they collectively justify the proposals. This matter is addressed in detail in Section 10 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB8	The SPA and its buffer were excluded from consideration in the Green Belt Review. Argues that SSSIs and 'Important Bird Areas' designated by Bird Life International should have buffers applied in the same way as for the SPA.	None stated.	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
57	Catherine	Yeo	GB8	States that the Green Belt Review's indication that the school on Egley Road would maintain openness is misleading if it is a precursor to housing development on fields either side of the school.	None stated.	The school now has planning approval. The Council has always been clear that the site is allocated for a school and residential development. The justification for the residential development is comprehensively addressed in the Council's Issues and Matters	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB8	Mayford is a key area for the absorption of rainwater to alleviate flooding. The proposed development will increase surface water and flood risk to surrounding properties.	None stated.	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
57	Catherine	Yeo	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.	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. 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
57	Catherine	Yeo	GB8	The Green Belt Review recommending Mayford on the basis of its proximity to a "local centre" is flawed as it has no supporting infrastructure. Residents on any major development would be isolated without 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	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 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. 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.	
57	Catherine	Yeo	GB8	Respondent is happy to be represented by the Mayford Village Society and the Smarts Heath Road Residents Association.	None stated.	Comments noted. The overall justification for the release of Green Belt land to meet future development needs is addressed in detail in Section 1, 2 and 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB9	Highlights national policy on alterations to the Green Belt, states that 'exceptional circumstances' have not been demonstrated and that housing need does not justify harm to the Green Belt by inappropriate development.	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
57	Catherine	Yeo	GB9	No independently verified evidence has been produced to show the Council has exhausted its supply of brownfield sites.	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
57	Catherine	Yeo	GB9	The Green Belt Review incorrectly dismissed the Green Belt Purpose "To preserve the setting and special character of historic towns" with regard to Mayford.	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
57	Catherine	Yeo	GB9	The Council states it considers land available for development and owned by the Council or a Developer as more 'viable' for removal from the Green Belt, but ownership status has no bearing on Green Belt designation.	None stated.	Ownership of land has not influenced the selection of sites. This matter is comprehensively addressed in the Council Issues and Matters Topic Paper. See Section 13.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB9	The Green Belt Review was inconsistent in its approach to identifying and excluding sites including constraints.	None stated.	The Council is satisfied that the methodology for carrying out the Green Belt boundary review is robust and consistently applied in the review. This matter is addressed in detail in Section 10 of the Council's Issues and Matters Topic Paper. The Council ha	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB9	The SPA and its buffer were excluded from consideration in the Green Belt Review. Argues that SSSIs and 'Important Bird Areas' designated by Bird Life International should have buffers applied in the same way as for the SPA.	None stated.	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
57	Catherine	Yeo	GB9	Mayford is a key area for the absorption of rainwater to alleviate flooding. The proposed development will increase surface water and flood risk to surrounding properties.	None stated.	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
57	Catherine	Yeo	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.	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. 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	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
						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.	
57	Catherine	Yeo	GB9	The Green Belt Review recommending Mayford on the basis of its proximity to a "local centre" is flawed as it has no supporting infrastructure. Residents on any major development would be isolated without 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. 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.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB9	Respondent is happy to be represented by the Mayford Village Society and the Smarts Heath Road Residents Association.	None stated.	Comments noted. The overall justification for the release of Green Belt land to meet future development needs is addressed in detail in Section 1, 2 and 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB10	Highlights national policy on alterations to the Green Belt, states that 'exceptional circumstances' have not been demonstrated and that housing need does not justify harm to the Green Belt by inappropriate development.	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 Sections 1, 2, 4. The Council is satisfied that the proposals can come forward without undermining the general character of the area. The Council has assessed the capacity of the urban area to meet the development needs of the area. The evidence demonstrate that there is not sufficient brownfield land to meet development needs over the plan period. This particular issue has been 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
57	Catherine	Yeo	GB10	No independently verified evidence has been produced to show the Council has exhausted its supply of brownfield sites.	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
57	Catherine	Yeo	GB10	The Green Belt Review incorrectly dismissed the Green Belt Purpose "To preserve the setting and special character of historic towns" with regard to Mayford.	None stated.	A clear explanation of why the purpose of preserving the setting and special character of historic towns was not included in the Green Belt boundary review is explained in the Green Belt boundary review report. By definition, Woking does not have a historic town. This does not in any way imply that it does not have a strong history.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB10	The Council states it considers land available for development and owned by the Council or a Developer as more 'viable' for removal from the Green Belt, but ownership status has no bearing on Green Belt designation.	None stated.	The ownership of land has had no influence in selecting preferred sites for allocation.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB10	The Green Belt Review was inconsistent in its approach to identifying and excluding sites including constraints.	None stated.	The Council is satisfied that the methodology for carrying out the Green Belt boundary review is robust and has been applied consistently. The Council does not think that it has been inconsistent in its decisions either. This matter has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 10.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB10	The SPA and its buffer were excluded from consideration in the Green Belt Review. Argues that SSSIs and 'Important Bird Areas' designated by Bird Life International should have buffers applied in the same way as for the SPA.	None stated.	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
57	Catherine	Yeo	GB10	Mayford is a key area for the absorption of rainwater to alleviate flooding. The proposed development will increase surface water and flood risk to surrounding properties.	None stated.	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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
57	Catherine	Yeo	GB10	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.	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. 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
57	Catherine	Yeo	GB10	The Green Belt Review recommending Mayford on the basis of its proximity to a "local centre" is flawed as it has no supporting infrastructure. Residents on any major development would be isolated without 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. 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.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB10	Respondent is happy to be represented by the Mayford Village Society and the Smarts Heath Road Residents Association.	None stated.	Comment noted.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB11	Highlights national policy on alterations to the Green Belt, states that 'exceptional circumstances' have not been demonstrated and that housing need does not justify harm to the Green Belt by inappropriate development.	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
57	Catherine	Yeo	GB11	No independently verified evidence has been produced to show the Council has exhausted its supply of brownfield sites.	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
57	Catherine	Yeo	GB11	The Green Belt Review incorrectly dismissed the Green Belt Purpose "To preserve the setting and special character of historic towns" with regard to Mayford.	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
57	Catherine	Yeo	GB11	The Council states it considers land available for development and owned by the Council or a Developer as more 'viable' for removal from the Green Belt, but ownership status has no bearing on Green Belt designation.	None stated.	The ownership of land has not influenced the selection of sites. This matter has been addressed in detail in the Council's Issues and Matters Topic Paper. See Section 13.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB11	The Green Belt Review was inconsistent in its approach to identifying and excluding sites including constraints.	None stated.	The methodology for carrying out the Green Belt boundary review is robust and has been consistently applied in carrying out the review. This matter has been addressed in the Councils	No further modification is proposed as a result

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						Issues and Matters Topic Paper. See Section 10.	of this representation
57	Catherine	Yeo	GB11	The SPA and its buffer were excluded from consideration in the Green Belt Review. Argues that SSSIs and 'Important Bird Areas' designated by Bird Life International should have buffers applied in the same way as for the SPA.	None stated.	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
57	Catherine	Yeo	GB11	Mayford is a key area for the absorption of rainwater to alleviate flooding. The proposed development will increase surface water and flood risk to surrounding properties.	None stated.	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
57	Catherine	Yeo	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.	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. 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
57	Catherine	Yeo	GB11	The Green Belt Review recommending Mayford on the basis of its proximity to a "local centre" is flawed as it has no supporting infrastructure. Residents on any major development would be isolated without 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. 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.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	GB11	Respondent is happy to be represented by the Mayford Village Society and the Smarts Heath Road Residents Association.	None stated.	Comment noted.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	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

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57	Catherine	Yeo	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/SHLAAWB019b 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
57	Catherine	Yeo	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
57	Catherine	Yeo	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
57	Catherine	Yeo	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
57	Catherine	Yeo	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
57	Catherine	Yeo	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	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	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 up to 12 pitches from the DPD.	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.	
57	Catherine	Yeo	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
57	Catherine	Yeo	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
57	Catherine	Yeo	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
57	Catherine	Yeo	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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
57	Catherine	Yeo	GB7	I am happy that the responses of Smarts Heath Road Residents Association and Mayford Village Society also represents my views.	The removal of GB7 Ten Acre Farm proposed expansion of the private Traveller site by up to 12 pitches from the DPD.	Comments noted. The overall justification for the release of Green Belt land to meet future development needs is addressed in detail in Section 1, 2 and 4 of the Council's Issues and Matters Topic Paper.	No further modification is proposed as a result of this representation
57	Catherine	Yeo	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
57	Catherine	Yeo	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. 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.	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
57	Catherine	Yeo	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 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	No further modification is proposed as a result of this representation

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					the DPD.	remediation measures, the Council is satisfied that the development of the site is sustainable.	
236	Andrew	Yeo	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.	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. 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
236	Andrew	Yeo	GB7	The proposal is inappropriate development in the Green Belt and contrary to Policy CS6 and Section 9 of the NPPF.	None stated.	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
236	Andrew	Yeo	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/SHLAAWB019b and south of High Road WGB006a/SHLAABY043). These are omitted from the DPD with little explanation.	None stated.	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
236	Andrew	Yeo	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.	None stated.	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
236	Andrew	Yeo	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.	None stated.	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
236	Andrew	Yeo	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	None stated.	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
236	Andrew	Yeo	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.	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. 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

Rep ID	Name	Surname	Section of DPD	Summary Of Comment	Proposal Modifications	Officer Response	Officer Proposed Modifications
236	Andrew	Yeo	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).	None stated.	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
236	Andrew	Yeo	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.	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
236	Andrew	Yeo	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.	None stated.	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
236	Andrew	Yeo	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.	None stated.	This 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
236	Andrew	Yeo	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.	None stated.	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
236	Andrew	Yeo	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 the village. I support the views of Mayford Village Society and the Smarts Heath Road	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	No further modification is proposed as a result of this representation

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				Residents Association.		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.	
236	Andrew	Yeo	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
236	Andrew	Yeo	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
236	Andrew	Yeo	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
236	Andrew	Yeo	GB10	I strongly object to the proposal for housing on sites GB8-11. Development 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.	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 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

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236	Andrew	Yeo	GB11	I strongly object to the proposal for housing on sites GB8-11. Development 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.	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 in particular is protected by Policy CS6 of the Core Strategy.	No further modification is proposed as a result of this representation
236	Andrew	Yeo	GB8	I strongly object to the proposal for housing on sites GB8-11. Development 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.	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
236	Andrew	Yeo	GB9	I strongly object to the proposal for housing on sites GB8-11. Development 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.	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
236	Andrew	Yeo	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. 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.	None stated.	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
236	Andrew	Yeo	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.	None stated.	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	No further modification is proposed as a result of this representation

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						is satisfied that the combined effects of these requirements will make sure the development of the site is both sustainable and viable.	
236	Andrew	Yeo	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.	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. 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
236	Andrew	Yeo	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 existing traffic problems on Egley Road.	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
236	Andrew	Yeo	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.	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
236	Andrew	Yeo	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.	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	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
						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.	
236	Andrew	Yeo	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.	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
236	Andrew	Yeo	GB10	There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The Council has given consideration to preserving the physical separation between Mayford and Guildford. The Green Belt boundary review assessed sites against the purposes of the Green Belt, which include preventing neighbouring towns from merging into one another. Based on the evidence it is not expected that the physical separation between May and Guildford will be compromised. The following Sections of the Council's Issues and Matters Topic Paper demonstrates why the character of Mayford will not be significantly undermined by the proposals - Sections 7, 12, 19 and 23.	No further modification is proposed as a result of this representation
236	Andrew	Yeo	GB11	There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The Council has given consideration to preserving the physical separation between Mayford and Guildford. The Green Belt boundary review assessed sites against the purposes of the Green Belt, which include preventing neighbouring towns from merging into one another. Based on the evidence it is not expected that the physical separation between May and Guildford will be compromised. The following Sections of the Council's Issues and Matters Topic Paper demonstrates why the character of Mayford will not be significantly undermined by the proposals - Sections 7, 12, 19 and 23.	No further modification is proposed as a result of this representation
236	Andrew	Yeo	GB8	There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The Council has given consideration to preserving the physical separation between Mayford and Guildford. The Green Belt boundary review assessed sites against the purposes of the Green Belt, which include preventing neighbouring towns from merging into one another. Based on the evidence it is not expected that the physical separation between May and Guildford will be compromised. The following Sections of the Council's Issues and Matters Topic Paper demonstrates why the character of Mayford will not be significantly undermined by the proposals - Sections 7, 12, 19 and 23.	No further modification is proposed as a result of this representation
236	Andrew	Yeo	GB9	There has been no consideration for preserving Mayford as a separate settlement or retaining its character.	None stated.	The Council has given consideration to preserving the physical separation between Mayford and Guildford. The Green Belt boundary review assessed sites against the purposes of the Green Belt, which include preventing neighbouring towns from merging into one another. Based on the evidence it is not expected that the physical separation between May and Guildford will be compromised. The following Sections of the Council's Issues and Matters Topic Paper demonstrates why the character of Mayford will not be significantly undermined by the proposals - Sections 7, 12, 19 and 23.	No further modification is proposed as a result of this representation
131	Charlie	Yianoullou	GB12	Expresses concern for the plans to build 400+ new homes in Pyrford. Recently moved to the area, attracted by Pyrford's	None stated.	The Council acknowledge the distinctive character of Pyrford and has the necessary robust policies to protect that. The Council has carried out a range of studies to demonstrate that the overall purpose of the Green Belt will not be undermined by the proposal. Consequently, it is	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
				rural charm and character, and are enjoying living in the area. A big development project would compromise this enjoyment and spoil the local environment, which would be a great shame.		not envisaged that the proposals will have significant adverse impacts on the quality of life of people and/or the general character of the area. Details of the range of studies used to inform the DPD is set out in Section of the Council's Issues and Matters Topic Paper. 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, 2 and 4. In particular, the Council has assessed the sensitivity of the landscape to accommodate the proposals. It is satisfied the landscape character of the area will not be significantly affected. This particular issue is addressed in detail in Section 7 of the Issues and Matter Topic Paper. The sites have been assessed against the purposes of the Green Belt including preventing neighbouring town from merging into one another and are satisfied that the physical separation between Woking and Guildford will not be compromised. This particular issues is addressed in detail in Section 12 of the Issues and Matters Topic Paper. The traffic and infrastructure implications of the proposals are comprehensively addressed by Section 3 and 20. 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. It is important to note that the Council has a responsibility to plan to meet the development needs of the area.	of this representation
131	Charlie	Yianoullou	GB12	Often caught by severe traffic, especially during school run times and the A245 in West Byfleet is already gridlocked at busy times. Adding 400+ homes and probably more than that number in cars, will make matters worse. The proposed Wisley development will also not help.	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
131	Charlie	Yianoullou	GB12	At times the water pressure in the area is very low. Although the responsibility of the local water company, but if they cannot fix the problem now how will they manage with an additional 400+ homes to supply.	None stated.	The Council has carried out an Infrastructure Delivery Plan to support the overall development in the area. Based on the evidence, there is be sufficient water to support the projected growth. Nevertheless, the Council has robust policies such as Policy CS22 of the Core Strategy to ensure that water consumption is carefully managed. 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.	No further modification is proposed as a result of this representation
131	Charlie	Yianoullou	GB12	I realise that the local authority is under pressure to build new homes, however the Council should prioritise and protect the needs of existing residents rather than the needs of possible future residents.	None stated.	The proposals are specifically designed to meet identified need in the local 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
131	Charlie	Yianoullou	GB13	Expresses concern for the plans to build 400+ new homes in Pyrford. Recently moved to the area, attracted by Pyrford's rural charm and character, and are enjoying living in the area. A big development project would compromise this enjoyment and spoil the local environment, which would be a	None stated.	The Council acknowledge the distinctive character of Pyrford and has the necessary robust policies to protect that. The Council has carried out a range of studies to demonstrate that the overall purpose of the Green Belt will not be undermined by the proposal. Consequently, it is not envisaged that the proposals will have significant adverse impacts on the quality of life of people and/or the general character of the area. Details of the range of studies used to inform	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
				great shame.		the DPD is set out in Section of the Council's Issues and Matters Topic Paper. 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, 2 and 4. In particular, the Council has assessed the sensitivity of the landscape to accommodate the proposals. It is satisfied the landscape character of the area will not be significantly affected. This particular issue is addressed in detail in Section 7 of the Issues and Matter Topic Paper. The sites have been assessed against the purposes of the Green Belt including preventing neighbouring town from merging into one another and are satisfied that the physical separation between Woking and Guildford will not be compromised. This particular issues is addressed in detail in Section 12 of the Issues and Matters Topic Paper. The traffic and infrastructure implications of the proposals are comprehensively addressed by Section 3 and 20. 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. It is important to note that the Council has a responsibility to plan to meet the development needs of the area.	
131	Charlie	Yianoullou	GB13	Often caught by severe traffic, especially during school run times and the A245 in West Byfleet is already gridlocked at busy times. Adding 400+ homes and probably more than that number in cars, will make matters worse. The proposed Wisley development will also not help.	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
131	Charlie	Yianoullou	GB13	At times the water pressure in the area is very low. Although the responsibility of the local water company, but if they cannot fix the problem now how will they manage with an additional 400+ homes to supply.	None stated.	The Council has carried out an Infrastructure Delivery Plan to assess the scale of infrastructure needed to support development. There will be sufficient water to support the projected growth. The Council also has robust policies such as Policy CS22 of the Core Strategy to minimise water consumption of development.	No further modification is proposed as a result of this representation
131	Charlie	Yianoullou	GB13	I realise that the local authority is under pressure to build new homes, however the Council should prioritise and protect the needs of existing residents rather than the needs of possible future residents.	None stated.	The Council has not ignored the views of local residents. However, it will have to balance that with its responsibility to meet the needs of the area. It believes that the proposals will protect the enduring permanence of the Green Belt boundary. The Council has carried out a range of studies to demonstrate that the overall purpose of the Green Belt will not be undermined by the proposal. Consequently, it is not envisaged that the proposals will have significant adverse impacts on the quality of life of people and/or the general character of the area. Details of the range of studies used to inform the DPD is set out in Section 8 of the Council's Issues and Matters Topic Paper. 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, 2 and 4. In particular, the Council has assessed the sensitivity of the landscape to accommodate the proposals. It is satisfied the landscape character of the area will not be significantly affected. This particular issue is addressed in detail in Section 7 of the Issues and Matter Topic Paper. The sites have been assessed against the purposes of 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
						Green Belt to make sure that the proposals do not undermine the overall purpose of the Green Belt. As set out in detail in Sections 19 and 23 of the Council's Issues and Matter Topic Paper, the Council's evidence suggests that the character and the heritage assets of the area will not be significantly affected.	
760	Kathryn	Young	GB4	Byfleet and the local area is full and can not accommodate more people, building or traffic	None stated.	The representation regarding has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 23.0.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB5	Byfleet and the local area is full and can not accommodate more people, building or traffic	None stated.	The representation regarding has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0 and 23.0.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB4	Object to Green Belt proposals. Byfleet only has a small amount of Green Belt and it must be preserved.	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 space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha). 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.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB5	Object to Green Belt proposals. Byfleet only has a small amount of Green Belt and it must be preserved.	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 space (SANG), the total amount of Green Belt lost for development in Byfleet is 7.3% (10.26ha). 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.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB4	The Green Belt land in Byfleet frequently floods or is in danger of flooding. Green Belt should be used to alleviate flood risk not for development.	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
760	Kathryn	Young	GB5	The Green Belt land in Byfleet frequently floods or is in danger of flooding. Green Belt should be used to alleviate flood risk not for development.	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
760	Kathryn	Young	GB4	The infrastructure can not cope with additional residents. This should be sorted out before new housing is considered.	None stated.	The representation regarding education provision 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	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
						Clinical Commission Groups to see how well provision could be aligned to the proposed development to avoid unacceptable standards of provision in the area.	
760	Kathryn	Young	GB5	The infrastructure can not cope with additional residents. This should be sorted out before new housing is considered.	None stated.	The representation regarding education provision 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.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB4	The A245 is constantly gridlocked and further development will make the situation worse.	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 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 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.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB5	The A245 is constantly gridlocked and further development will make the situation worse.	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 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 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	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
						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.	
760	Kathryn	Young	GB4	The Byfleet Petition with some 2,500 names has been ignored.	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
760	Kathryn	Young	GB5	The Byfleet Petition with some 2,500 names has been ignored.	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
760	Kathryn	Young	GB4	Drainage systems are at capacity and will fail with additional development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.10.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB5	Drainage systems are at capacity and will fail with additional development	None stated.	This representation has been comprehensively addressed in the Council's Issues and Matters Topic Paper. See Section 3.0, paragraph 3.10.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB4	The roads are narrow and inadequate for the traffic using them	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 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 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.	No further modification is proposed as a result of this representation
760	Kathryn	Young	GB5	The roads are narrow and inadequate for the traffic using them	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 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	No further modification is proposed as a result of this representation

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						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.	
809	David	Young	GB4	There is a high risk of flooding from the Broad Ditch and the inadequate road drainage system in the area.	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
809	David	Young	GB5	There is a high risk of flooding from the Broad Ditch and the inadequate road drainage system in the area.	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
809	David	Young	GB4	Why build houses next to the motorway overload the drainage system and increase traffic. Surely there is a duty of care to the quality of life for existing and proposed residents. No other part of the borough has to deal with flooding and a busy motorway. Developing would lower living standards and house prices.	None stated.	The Council has carried out a number of studies to consider the most suitable land to be removed from the Green Belt for development needs. This includes the Green Belt boundary review and Sustainability Appraisal. 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 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. The key requirements set out in the DPD combined with the policies of the Core Strategy and other development plan documents, should make sure that residential amenity is protected. There is no evidence to suggest that safeguarding the site for future development needs will have a negative impact on the local housing market.	No further modification is proposed as a result of this representation
809	David	Young	GB5	Why build houses next to the motorway overload the drainage system and increase traffic. Surely there is a duty of care to the quality of life for existing and proposed residents. No other part of the borough has to deal with flooding and a busy motorway. Developing would lower living standards and house prices.	None stated.	The Council has carried out a number of studies to consider the most suitable land to be removed from the Green Belt for development needs. This includes the Green Belt boundary review and Sustainability Appraisal. 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 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. The key requirements set out in the DPD combined with the policies of the Core Strategy and other development plan documents, should make sure that residential amenity is protected. There is no evidence to suggest that safeguarding the site for future development needs will have a negative impact on the local housing market.	No further modification is proposed as a result of this representation
809	David	Young	GB4	The A245 is constantly 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	No further modification is proposed as a result of this representation

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						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.	
809	David	Young	GB5	The A245 is constantly 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
809	David	Young	General	London and the South of England is one of the most populated areas in the world as well as prosperous. Why squeeze in more houses, schools, etc. when other parts of the country are crying out for investment. Strongly object to building on Green Belt in or around Byfleet.	None stated.	This representation has been addressed in the Council's Issues and Matters Topic Paper. See Section 1.0, in particular but not exclusively paragraph 1.1 to 1.8.	No further modification is proposed as a result of this representation
809	David	Young	GB4	The Green Belt acts as a buffer to the M25. It aids drainage and helps to reduce noise levels.	None stated.	The noise from the M25 is noted by the Council. 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. The Council also has a robust policy framework to make sure that developments near sources of noise provide mitigation measures. The representation regarding flooding/drainage 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
809	David	Young	GB5	The Green Belt acts as a buffer to the M25. It aids drainage and helps to reduce noise levels.	None stated.	The noise from the M25 is noted by the Council. 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. The Council also has a robust policy framework to make sure that developments near sources of noise provide mitigation measures. The representation regarding flooding/drainage 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
809	David	Young	GB4	The noise pollution from the M25 is intolerable.	None stated.	The noise from the M25 is noted by the Council. 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. 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
809	David	Young	GB5	The noise pollution from the M25 is intolerable.	None stated.	The noise from the M25 is noted by the Council. 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. 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
1529	Paul	Young	UA28	Require more information about the proposal. Living on the edge of the proposal we are concerned about the type of development and disruption it will cause, including overcrowding of the area and roads, blocking light into the adjacent properties and garden and impact on property values. Please provide us with more information.	None stated.	The proposed allocation of this site is for up to 55 net additional dwellings. The proposed site boundary is set out within the Site Allocations DPD. This is based on the previously permitted planning permission in 2006 (PLAN/2006/0386). The Council has considered the impact of the proposed developments on the local area. This is set out within the Sustainability Appraisal (SA) which is available on the Council's website. The Site Allocations DPD also includes a specific list of key requirements which any proposed scheme would have to address as part of any planning application. The matters highlighted by the representation including the loss of light, the impact on highways and the type of development proposed will be considered at the Development Management stage. At this stage, the Site Allocations DPD states that the site is capable and suitable for up to 55 dwellings over the next 6-10 years. Nevertheless it should be noted that the Council has a robust policy framework to ensure that new development achieves a satisfactory relationship with surrounding buildings. This includes Core Strategy Policy CS21, The Design SPD and the Outlook, Amenity, Privacy and Daylight SPD.	No further modification is proposed as a result of this representation

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						The representation regarding the impact on highways has been addressed in the Council's Issues and Matters Topic Paper. See Section 3.0. It is noted that there will be some disruption during the construction period of the named sites. Nevertheless this will be taken into account at the planning application stage in order to minimise the disruption on local communities, including noise, dust, traffic and air pollution.	