



Woking Local Development Documents

Site Allocations Development Plan Document

Regulation 19 Consultation



November 2018

How to get involved and have your say

This is the Council's Draft Site Allocations Development Plan Document (DPD) for Woking Borough. This document is being published for Regulation 19 consultation to give you a final opportunity to submit representations. These will be taken into account before the Publication version of the DPD is submitted to the Secretary of State for Public Examination.

The main purpose of the DPD is to identify and allocate specific sites to enable the delivery of the Woking Core Strategy (2012). The Site Allocations DPD also takes a long term strategic view of the future and safeguards land for residential development beyond the present Plan period (between 2027 and 2040). The DPD is being published for Regulation 19 public consultation for a period of six weeks. The Regulation 19 consultation is the final opportunity for you to comment on the Site Allocations DPD before it is submitted to the Secretary of State for examination.

It is important that you are involved in the preparation of the Site Allocations DPD as it enables your views to be considered in shaping the planning of local development sites.

The consultation period for the DPD is between **5 November 2018 and 17 December 2018 (by 5.00pm)**. Representations made at this stage of the process should relate to one of the tests of soundness. To be sound, the Site Allocations DPD should be positively prepared, justified, effective and consistent with national policy. It must also satisfy the legal and procedural requirements. For full details of the tests of soundness see paragraph 35 of the National Planning Policy Framework ([NPPF](#)). You are encouraged to send any representations that you may have.

The Site Allocations DPD and its supporting Sustainability Appraisal Report, Habitat Regulations Assessment and Proposals Map are available for inspection at the following venues:

- Woking Borough Council, Civic Offices, Gloucester Square, Woking, GU21 6YL. Monday to Friday 9am – 4.45pm
- Woking, Byfleet, West Byfleet and Knaphill libraries. Please www.surreycc.gov.uk for address and opening times of the libraries
- On the website at www.woking2027.info, and
- At consultation events. Further details can be found on the Council's website www.woking2027.info.

You can submit your comments through a variety of means:

- The Council's preference is to complete the online representation form (see www.woking2027.info)
- Alternatively complete a representation form and return this by email to planning.policy@woking.gov.uk.
- You can email your comments to planning.policy@woking.gov.uk.
- If you are unable to submit your representation electronically, then you can post your representation form or a letter to: The Planning Policy team, Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL

Please note that the Council cannot accept confidential or anonymous representations and representations must be received by no later than **5pm on 17 December 2018**.

Representations may be accompanied by a request to be notified at a specified postal or email address of any of the following:

- That the Site Allocations DPD has been submitted to the Secretary of State for Independent Examination;
- The publication of the recommendations of any person appointed to carry out an Independent Examination of the DPD; and
- The adoption of the DPD.

If you require this notification, please remember to specify this on the representation form and provide your preferred contact details.

All representations received will be published on the Council's website and made available for inspection at Civic Offices following the conclusion of the consultation period. Representations will be identifiable by name and organisation. Any other personal information provided will be processed by Woking Borough Council in line with the Data Protection Act 1998 and the General Data Protection Regulations (GDPR.)

What happens next?

After the consultation period, all duly made representations received together with the DPD and its supporting documents will be submitted to the Secretary of State for Independent Examination. Any persons or organisations that submit a representation during the Regulation 19 consultation will be notified of the details of the Examination once a date has been set.

If you have any questions on the document or plan making process, please do not hesitate to contact the Planning Policy Team on 01483 743871 or email planning.policy@woking.gov.uk.

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Introduction

Purpose

The purpose of the Site Allocations Development Plan Document (DPD) is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Core Strategy. The Core Strategy makes provision for the delivery of 4,964 net additional dwellings, 28,000 sqm of additional office floorspace, 20,000 sqm of warehouse floor space, 93,600 sqm of retail floorspace for the period between 2010 and 2027. The Council has carried out a Travellers Accommodation Assessment and has identified a need for 19 pitches to be provided between and 2017 and 2027.

The Core Strategy does not identify specific sites to deliver these proposals. It sets out the broad distribution of the growth and the standards that the development must aim to achieve, and commits the Council to prepare a Site Allocations DPD to allocate specific deliverable sites to bring forward the proposals for development.

The Site Allocations DPD makes clear where development will take place in the future, what kind of development that will be and when it is likely to take place. By allocating land for particular purposes, the Site Allocations DPD establishes in principle the land uses that will be supported by the Local Planning Authority for development of that land. The Site Allocations DPD provides a framework for clear and consistent decision making, giving greater certainty to both the local community and developers.

Development proposals submitted in line with the Site Allocations DPD would carry more weight in planning decision-making. This weight increases as the Site Allocations DPD moves nearer to adoption. **However, allocation of a site does not replace the need for planning permission;** developers will still need to submit a planning application for an allocated site, allowing the local community and other interested parties the opportunity to comment on the detailed proposals and the Local Planning Authority to ensure the development is in accordance with all relevant planning policy requirements.

The Site Allocations DPD takes a long-term strategic view of the future and safeguards sites to meet future development needs beyond the present plan period, between 2027 and 2040. It also proposes amendments to ensure a strong, defensible Green Belt boundary that will endure in the longer-term.

The Site Allocations DPD is informed by a number of evidence base studies which the Council would like to share with all interested parties. The list of evidence base studies is in Appendix 1.

Your comments are important to help us ensure the DPD is 'sound'. In order to be sound, the Site Allocations DPD should be positively prepared, justified, effective and consistent with national policy. It must also satisfy the legal and procedural requirements. The representations you provide during this consultation should reflect the tests of soundness and will be considered before the document is submitted to the Secretary of State for Independent Examination. This is therefore the final opportunity to submit representations before the Independent Examination.

How the Site Allocations are structured

This document proposes a series of site allocations throughout Woking Borough to deliver the development planned by the Core Strategy. They are presented in groups, according to the nature and type of the allocation:

- Section A: Development and infrastructure sites in the Urban Area;

- Section B: Development and infrastructure sites within the existing Green Belt;
- Section C: Land for SANG/open space use within the Green Belt.

Table 1 shows the format used to present each Proposal Site.

Table 1: Structure of the Site Allocations

Section A development and infrastructure sites in the Urban Area	← Heading of section
Site plan	← Locates the site boundaries on a site plan.
Section A: development and infrastructure sites in the Urban Area;	← Brief introduction explaining the purpose of the sites in this section; the need for these and the role they will play in responding to the Core Strategy.
Site UA1: (Example) Civic Offices, Gloucester Square, Woking, GU21 6YL	← Proposal Site reference number and site address. For example, a prefix of UA refers to sites in the Urban Area.
Photograph / Aerial photograph	← Provides a recent photograph of some or the entire site.
Proposal: (Example) This 0.3 ha. site is allocated for residential development.	← This text is the allocation of uses or change of planning designation for the site. Development allocations will identify one or more land uses which the Council believe are suitable and deliverable on the site and, where appropriate, will set a timescale for their development.
Reasoned justification Site is in a Town Centre location is in close proximity of services and facilities.	← Explains the reasons for the allocation or change of planning designation and the evidence base supporting this approach.
Key evidence base: Strategic Housing Land Availability Assessment.	
Key requirements	← The site-specific requirements that should be met to achieve a satisfactory development of the site. For example, specific infrastructure or design principles that will apply. These should be read in the context of the development plan for the area including the Core Strategy, the Development Management Policies DPD, and relevant Supplementary Planning Documents guidance.

Delivery arrangements

Commentary on land ownership, availability, viability and any development phasing.

The boundaries of all Proposal Sites are shown on a site plan accompanying the text. The Updated Proposals Map shows the location of all of the Proposal Sites in Woking Borough.

A map showing the Green Belt boundary as proposed is available at **Appendix 2**.

A map showing the locations of Proposal Sites throughout the Borough is available at **Appendix 3**.

The individual plans accompanying each site allocation represent proposed amendments to the [Proposals Map](#) (also known as a Policies Map), to illustrate those sites proposed for development or new or altered policy protection. A table summarising changes to the Proposals Map is provided in **Table 13**.

Overview of Site allocation Proposal Sites

Tables 2, 3 and 4 summarise the proposed site allocations, by type of allocation, uses and time frames for delivery.

Table 2: Section A - development and infrastructure sites in the Urban Area

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet and West Byfleet	Residential including Affordable Housing, replacement library, community use	During the Plan period
UA2	Trizancia House & Woodstead House, Chertsey Road	Canalside	Residential including Affordable Housing, offices	During the Plan period
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Canalside	Offices	During the Plan period
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Canalside	Residential including Affordable Housing, offices and retail	During the Plan period
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Canalside	Residential including Affordable Housing, offices	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Canalside	Residential including Affordable Housing, offices, retail	During the Plan period
UA7	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Canalside	Essential infrastructure (transport)	During the Plan period
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Canalside	Residential including Affordable Housing	During the Plan period
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	St Johns	Retail, offices, residential including Affordable Housing	During the Plan period
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	Canalside	Offices	During the Plan period
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Canalside	Retail, offices, residential including Affordable Housing	During the Plan period
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Canalside	Offices	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Canalside	Residential, offices, retail	During the Plan period
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	Canalside	Offices, warehousing, new Energy Station	During the Plan period
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Canalside	Community, leisure, offices, residential including Affordable Housing	During the Plan period
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Canalside	Offices	During the Plan period
UA17	Griffin House, West Street, Woking, GU21 6BS	Canalside	Offices	During the Plan period
UA18	Concord House, 165 Church Street East, Woking, GU21 6HJ	Canalside	Offices	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Horsell	Residential including Affordable Housing	During the Plan period
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Heathlands	Residential including Affordable Housing	During the Plan period
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Heathlands	Residential including Affordable Housing	During the Plan period
UA22	Ian Allan Motors, 63-65 High Street Old Woking, GU22 9LN	Hoe Valley	Residential including Affordable Housing	During the Plan period
UA23	Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW	Hoe Valley	Residential including Affordable Housing	During the Plan period
UA24	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Hoe Valley	Residential including Affordable Housing, retail	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA25	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Canalside	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	During the Plan period
UA26	101-121 Chertsey Road, Woking, GU21 5BW	Canalside	Residential including Affordable Housing, offices	During the Plan period
UA27	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Canalside	Industrial, warehousing, offices	During the Plan period
UA28	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Canalside	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	During the Plan period
UA29	29-31 Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing	During the Plan period
UA30	95-105 Maybury Road, Woking, GU21 5JL	Canalside	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	During the Plan period
UA31	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing, community facility (youth centre)	During the Plan period
UA32	Car Park (East), Oriental Road, Woking, GU22 8BD	Mount Hermon	Residential including Affordable Housing and communal open space	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA33	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Mount Hermon	Residential including Affordable Housing	During the Plan period
UA34	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Mount Hermon	Residential including Affordable Housing	During the Plan period
UA35	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Mount Hermon	Offices	During the Plan period
UA36	Land at Bradfield Close and 7 York Road, GU22 7XH	Mount Hermon	Residential including Affordable Housing	During the Plan period
UA37	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Mount Hermon	Offices, residential including Affordable Housing	During the Plan period
UA38	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Mount Hermon	Offices, residential including Affordable Housing	During the Plan period
UA39	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns	Residential including Affordable Housing	During the Plan period
UA40	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Byfleet and West Byfleet	Industrial	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA41	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	Byfleet and West Byfleet	Retail, residential including Affordable Housing	During the Plan period
UA42	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	Byfleet and West Byfleet	Retail, community (library), offices, retail (Waitrose), residential including Affordable Housing	During the Plan period
UA43	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Byfleet and West Byfleet	Residential including Affordable Housing, community use	During the Plan period
UA44	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	Hoe Valley	Football stadium and associated facilities, residential including affordable housing, and commercial retail	During the Plan period

Table 3: Section B - development and infrastructure sites within the existing Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB1	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Heathlands	Residential including Affordable Housing	Delivery between 2022 and 2027

GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Heathlands	Traveller pitches and Traveller transit site	During the Plan period
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Heathlands	Essential infrastructure (cemetery and crematorium)	During the Plan period
GB4	Land south of Parvis Road and High Road, Byfleet, KT14 7QL	Byfleet and West Byfleet	To meet long term development needs	Safeguarded to between 2027 and 2040
GB5	Land to the south of Rectory Lane, Byfleet, KT14 7NE	Byfleet and West Byfleet	To meet long term development needs	Safeguarded to between 2027 and 2040
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Horsell	Essential infrastructure (junction upgrade and improvements)	During the Plan period
GB7	Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Heathlands	Residential including Affordable Housing, recreational/open space and education. Northern part of the site is identified as area of local separation.	Delivery between 2022 and 2027
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Heathlands	To meet long term development needs	Safeguarded to between 2027 and 2040

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB9	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	St John's Hook Heath Heathlands	To meet long term Green Infrastructure needs	Safeguarded to between 2027 and 2040
GB10	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Byfleet and West Byfleet	Residential including Affordable Housing and Traveller pitches	Delivery for housing between 2022 and 2027. Traveller pitches on adoption of the DPD
GB11	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Byfleet and West Byfleet	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	On adoption of the Site Allocations DPD

Table 4: Section C - land for SANG/open space use within the Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Byfleet and West Byfleet	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB13	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Heathlands	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB14	Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	Heathlands / Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Hoe Valley	Heritage Parkland/Country Park	During the Plan period
GB18	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Byfleet and West Byfleet	Open space	On adoption of the Site Allocations DPD

Table 5 in Appendix 4 sets out the anticipated capacity of each site allocation.

Identifying sites for allocation

The Council is aware of many potential sites in the Borough through its research including the annual 'Call for Sites' consultation. However, not all of the land and buildings put forward to the Council aligns with the spatial strategy and policies of the Core Strategy suitable for the purpose being promoted or is required to meet development needs. The Council has therefore assessed all potential sites to make choices about which sites to allocate and for what purpose.

A clear [Site Assessment Methodology](#) was established at an early stage to inform the identification of sites for allocation, in particular those in the Urban Area, using a three stage 'sieving' process. For practicality, a general site capacity threshold of 10 net additional dwellings and/or 500 sqm floorspace has been used. A similarly robust methodology was used to assess and identify sites in the Green Belt for future development, as explained in the [Green Belt boundary review report](#).

The Site Allocations DPD does not seek to identify every development site that will come forward in the plan period. Other, smaller sites - those likely to deliver less development than 10 dwellings or 500 sqm floorspace - will still contribute to delivery of the development planned by the Core Strategy and their forecast contributions are quantified in the evidence base. However, these more modest sites are not allocated given their number and size. A significant number of these sites are in the Strategic Housing Land Availability Assessment (SHLAA) or will come forward in the form of windfall development.

Consideration of the options for the distribution of development throughout locations in the Borough – for example the quantity of residential development to come forward in Woking Town Centre and the wider Urban Area and that to take place within the Green Belt - was a fundamental part of preparing the Core Strategy. All potential sites are subject to a sustainability appraisal. Reasons for preferred and discounted (rejected) sites are explained in the sustainability appraisal report.

The Site Allocations DPD focuses primarily on the delivery of development in the period 2010 to 2027, the Core Strategy plan period. [National planning policy](#), however, advises Local Planning Authorities (councils) to take the opportunity, where necessary, to identify areas of safeguarded land to meet future development needs beyond the plan period. This allows any changes made to Green Belt boundaries to be longer term, so the boundaries

would not need to be reviewed each time the Core Strategy is reviewed. For this reason, the Council is also identifying additional sites to be safeguarded for future development, between 2027 and 2040, and to ensure a strong defensible Green Belt boundary can be established. The Council's clear policy to the release of land for development in the Green Belt is set out at in Section B – development and infrastructure sites within the existing Green Belt. It is emphasised that the release of safeguarded sites for development will only be considered as part of the future review of the Core Strategy and/or this Site Allocations DPD.

To allocate a site the Council must ensure that it will be deliverable or developable. Matters taken into account to make this decision include:

Availability:

- contacting the site owner to identify if they are willing for their site to come forward when it is required

Suitability:

- information regarding constraints affecting the site e.g. flooding, what infrastructure is needed to support the development
- conformity with key evidence base, for example is a Green Belt site recommended by the Green Belt boundary review
- conformity with the strategic policies of the adopted Core Strategy

Deliverability:

- the site must be viable for the proposed development
- the site is in a suitable location for the proposed development
- the delivery of the site is informed by necessary information such as landscape/townscape character and, if relevant, conservation area character
- evidence that infrastructure providers can service infrastructure needs
- any local infrastructure needs that need to be provided on-site
- strategic transport and highways appraisal of sites, including information on accessibility by non-car modes (public transport, walking and cycling).

The identification of sites for allocation is also informed by a number of evidence base studies (see **Appendix 1**) the Sustainability Appraisal and Habitat Regulations Assessment (HRA) reports and representations received through the Regulations 18 and 19 consultations.

Continual engagement with relevant organisations such as Surrey County Council, nearby Local Planning Authorities, Natural England, the Environment Agency and English Heritage has also helped to shape the Site Allocations DPD, in line with good planning practice and the Duty to Cooperate.

How sites will bring forward the development planned by the Core Strategy

The Core Strategy sets out the development planned in Woking Borough 2010-2027. National planning policy requires the Council to identify and allocate sufficient sites to deliver this growth and infrastructure.

The Site Allocations has the role of identifying and allocating land to help meet the overall development requirements of the Core Strategy. It will do this by allocating sites for uses

including open market housing, Affordable Housing, specialist residential accommodation, offices and Traveller Accommodation. These are dealt with in turn in the following sections.

Table 6 in **Appendix 5** identifies the Core Strategy policies and strategic objectives that each site allocation will assist in delivering. The following explains how each of the land uses planned for in the Core Strategy will be delivered through the Site Allocations DPD.

Housing, including Affordable Housing

Core Strategy Policy CS10 - *Housing provision and distribution* plans for 4,964 net additional homes in Woking Borough between 2010 and 2027. At the Core Strategy examination, the Council had identified sufficient specific deliverable and developable sites in the urban area to meet the housing target for around the first 13 years of the Plan (SHLAA 2011, **Table 7**).

Table 7: Housing supply

Period	No. dwellings
0-5 years	1,699
6-10 years	1,485
11-15 years	859
Total	3,966

Source: SHLAA (2011)

This satisfied the requirement for specific deliverable sites sufficient to provide five years worth of housing supply and specific developable sites for housing provision in years 6 – 10. It also provided some certainty in the delivery of the housing requirement against any risk of certain sites not coming forward in the first 10 years of the plan period. The Core Strategy also identifies Woking Town Centre as a broad location for the future direction of growth, acknowledging it will contribute to the housing land supply in the last five years of the plan period.

In addition to the sites that will come forward in the Town Centre, the Core Strategy recognises there is still a need to identify further sites in the Green Belt, to meet both the requirement for housing land supply and the nature of housing that is needed. The nature of the sites that are considered to be developable in the medium - long term are primarily in Town Centre locations that are likely only to be suitable for high density flatted developments. The implication of this is that the Council would not be able to achieve an appropriate mix of housing types and tenures to meet all types of local need and demand. To satisfy these requirements, the Green Belt was also identified as a broad location for long term residential development between 2022 and 2027. This strategy was supported by the Core Strategy Examination Inspector.

The Council's development monitoring records indicate delivery to date of 1789 homes, between 1 April 2010 and 31 March 2017 (**Table 8**).

Table 8: Residential completions 2010/11-2017/18

Monitoring year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Dwelling completions	146	175	273	370	66	360	399	345

Source: WBC monitoring records (October 2018)

The latest SHLAA was published in April 2014. The revised figures have informed the DPD and have been published on the Council's website.

In line with the evidence presented through the Core Strategy, windfall sites are assumed to deliver an average of 42 dwellings each year during the present plan period. The Core Strategy assumes that these will compensate for non-implementation of sites on previously developed land in the Urban Area.

The Green Belt boundary review report (2014) has recommended sites to deliver at least 550 homes in the latter part of the plan period, between 2022 and 2027, and for safeguarding to meet anticipated development needs between 2027 and 2040. This has informed the allocation of sites in this Site Allocations DPD.

Core Strategy Policy CS12 – *Affordable housing* indicates that, between 2010 and 2027, the overall target for Affordable Housing is 35% of all new homes, equivalent to 1,737 new affordable homes.

The Urban Area and Green Belt Proposal Sites presented in this Site Allocations DPD will, together with continuing delivery from sites of fewer than 10 dwellings, ensure sufficient contingency to cover the risk of non-implementation and ensure the comprehensive delivery of the Core Strategy housing and Affordable Housing requirements.

Based on up to date evidence in the SHLAA (2017) and the latest Housing Land Supply Position Statement, sufficient land has been to ensure the delivery of the residual 2,830 homes, plus additional land to compensate for non-implementation. This takes into account updates on the status of individual sites since the Site Allocations DPD was published for Regulation 19 consultation. The updates are included in Appendix 6.

Specialist residential accommodation

Core Strategy Policy CS13 - *Older people and vulnerable groups* states that the Council will support the development of specialist accommodation for older people and vulnerable groups in suitable locations. The level of need will be that reflected in the latest Strategic Housing Market Assessment (SHMA). Policy CS11 – *Housing Mix* expects all residential proposals to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.

The SHMA (2009 and 2015) considered the requirements for different types of specialist accommodation in the Borough. Overall the SHMA found, across the whole Borough, less than 1% of newly forming households would either like or expect any form of specialist accommodation.

The Site Allocations DPD allocates a variety of sites, in locations through out the Borough. All allocated sites must accord with Core Strategy policies including CS11 and CS13. Any proposal that comes forward which reflects the identified need and satisfies the policies of the development plan will be supported.

In broad terms, the specialist accommodation types set out in national planning policy will be addressed as follows:

- Smaller dwellings - one bedroom, will help to meet the accommodation needs of older and younger people;
- Family dwellings - two or more bedrooms, to meet the needs of families with children, including service families;

- Custom /self build (for those wishing to build their own homes) - the Government is proposing land for custom build to be purchased on the open market. All residential site allocations will therefore contribute to this pool of housing development land. The Council has published a Self Build and Custom Housebuilding Guidance Note to provide advice to individuals and organisations who wish to self build.

Traveller accommodation

Core Strategy Policy CS14 - *Gypsies, Travellers and Travelling Showpeople* states that the Council will make provision for the additional pitches needed for Gypsies and Travellers and Travelling Showpeople in the Borough between 2017 and 2027. The Core Strategy requires the Council to identify sites to meet the need through the Site Allocations DPD process.

The [Traveller Accommodation Assessment \(TAA\)](#) identifies a need for 19 pitches to be provided between 2012 and 2027. This is equivalent to an annual average provision of 1.26 pitches. It identifies a further need for 11 pitches between 2027 and 2040.

Policy CS14 explains the Council will follow a sequential approach to the identification and delivery of sites to provide additional Traveller pitches.

The Council first considered any sites in the urban area, as these are the most preferred location in national planning policy and Core Strategy terms. This analysis was carried out alongside the Strategic Housing Land Availability Assessment (SHLAA). No urban sites have been identified for Traveller accommodation, having regard to the cost of available land within the urban area, individual site constraints and contexts, and the location and site characteristics required to provide a suitable Traveller site.

The Green Belt boundary review report adopted a stepped approach to the identification of sites within the Green Belt to meet the identified need for Traveller pitches. The Green Belt boundary review's recommendations are not prescriptive on the exact sites to allocate Traveller pitches. The review instead sets out a sequential approach to the selection of sites, including within the Green Belt that are considered suitable for this use, if Green Belt sites were required. These are set out in prioritised order, in line with the sequential approach.

Based on the available evidence, the following would meet the identified need for Traveller accommodation to 2027. There is the opportunity to intensify the use of the existing Traveller site within the Green Belt at Five Acres, which is the sequentially preferred option to identification of new sites within the Green Belt. There is also the opportunity to provide Traveller pitches at Land surrounding West Hall (GB13) which has been identified in the GBBR for release from the Green Belt to meet development needs up to 2027. Proposals Sites GB2 and GB13 are therefore being proposed to be released from the Green Belt and they will make a contribution towards meeting Travellers' accommodation needs. In addition a number of sites that previously had the benefit of temporary planning permissions are proposed to be permanent sites. Details of how the need is addressed is set out in Table 9.

Table 9: Traveller pitch delivery 2010-2040

Delivery mechanism	Number of additional pitches
Traveller pitch requirement	19 (2012-2027)
Proposal Sites	6 at Five Acres (Proposal Site GB2) 15 at Land surrounding West Hall, Parvis Road (Proposal Site GB13)
Temporary permissions with in principle support for permanent pitches	4 at Land to the south of Murrays Lane, Byfleet 1 at Land to the south of Gabriel's Cottage, Blanchards Hill 1 at Stable Yard, Guildford Road

Total 2010-2027	27
Traveller pitch requirement	11 (2027-2040)
Safeguarded Sites	The Council will identify specific site(s) to provide Traveller accommodation on safeguarded land through a future review of the Site Allocations DPD or the Core Strategy.

The Council will manage the release of these sites up to 2027.

The Traveller Accommodation Assessment did not identify any need for a transit site locally. However the Council has committed to identify and safeguard a suitable plot for this future use. This Site Allocations DPD allocates a part of the Five Acres site (Proposal Site GB2) for this purpose.

Whilst no need has been identified for Travelling Showpeople, the Council will seek to work with other authorities to explore the potential of identifying a strategic site for Travelling Showpeople.

Employment

The Core Strategy plans for the delivery of 28,000 sqm of additional office floorspace and 20,000 sqm of warehouse floorspace. Policy CS15 - *Sustainable economic development* provides the strategic policy context.

Table 10 summarises how additional office floorspace (Use Class B1) will be delivered between 2010 and 2027.

Table 10: Offices (Use Class B1)

Delivery mechanism	Floorspace (sq m)
Core Strategy requirement 2010 – 2027	28,000
Completions and outstanding commitments at 2009	34,115
Total B1 requirement to 2027	62,115
Completions and outstanding commitments 2010 - 2018	-47,381
B1 floorspace to be delivered accounting for completions and commitments 2010 - 2018	109,496
Additional B1 floorspace to be provided in the Urban Area 2018-2027 through the Site Allocations DPD	98,307
Additional B1 floorspace through Green Belt release 2018-2027 in the Site Allocations DPD	0 (Note: Broadoaks floorspace is counted in the commitments figure)
Balance	-11,189

The Town Centre has been identified by Policy CS1 of the Core Strategy as a future direction of growth because of its sustainable location and potential for high density development. There is a significant number of high density schemes under pre-application discussions, which are likely to provide higher amounts of commercial development than originally anticipated. Examples are Gateway 1 and 2 where the Council has already entered into a development agreement to redevelop the sites.

There is presently 30,685 sq. m of vacant office floor space, which given the improvements to the general environment of the Town Centre are likely to be refurbished to meet modern business needs. The existing commercial floorspace is a valuable asset to the supply chain and this will help to meet the supply of office land in the area.

There are existing commitments for mixed B uses. This is presently equivalent to 7,314 sq. m, excluding the floorspace at McLaren. The proposals allow flexibility for the supply chain to respond to market signals at the time development is required. It is highly likely that a significant amount of this will be developed for office floorspace. On the intelligent assumption that about 30-40% of this could be developed for office floorspace, there would be an additional potential supply of about 2,194 to 2,925 sq. m. of office floorspace. Based on the above, the Council is confident that there will be sufficient land to meet office floor space over the plan period.

Table 11 summarises how additional warehousing floorspace (Use Class B8) will be delivered between 2010 and 2027.

This will predominantly be met through the loss of B2 industrial floorspace, the approach agreed through the Core Strategy. For more information see the Employment Topic Paper.

Table 11: Warehousing (Use Class B8)

Delivery mechanism	Floorspace (sq m)
Core Strategy requirement 2010 – 2027	20,000
Completions and outstanding commitments at 2009	3,097
Total B8 requirement to 2027	23,097
Completions and outstanding commitments 2010 - 2018	-13,153
B8 floorspace to be delivered accounting for completions and commitments 2010 - 2018	36,250
Additional B8 floorspace in the Urban Area 2018 – 2027 through the Site Allocations DPD	28,600
Additional B8 floorspace through Green Belt release 2018-2027 in the Site Allocations DPD	0
Balance	-7,650

The Council expects that the gap identified for B8 warehousing floorspace will be met through the use and redevelopment of unused industrial/ warehousing space, and also through the increased intensity of development at particular sites e.g. Poole Road Industrial Estate and Monument Way West Industrial Estate. The proposals for new warehousing floorspace included in this document are based on modest assumptions and are considered the minimum that could be achieved. This is explained further in the Council's Employment Topic Paper 2018.

Retail and other Town Centre uses

The Core Strategy plans for the delivery of 93,900 sqm of additional retail floorspace. Policies CS2 – *Woking Town Centre*, CS3 - *West Byfleet District Centre* and CS4 - *Local and Neighbourhood Centres and shopping parades* set out the nature, scope and scale of town centre uses promoted.

Table 12 summarises how additional retail floorspace (Use Classes A1 – A5) will be delivered between 2010 and 2027. The broad phasing for the delivery of retail in Woking Town Centre is as set out in Core Strategy Policy CS2 – *Woking Town Centre*.

Table 12: Retail (Use Classes A1, A2, A3, A4 and A5)

Delivery mechanism	Floorspace (sqm)
Core Strategy requirement 2010 – 2027	93,600
Retail completions 2010/11-2017/18	8,631
Residual requirement to 2027 across the Borough	85,239

The dynamic nature of the Town Centre in particular means that it is not possible to identify every retail development opportunity at this stage. However the evidence base - in particular the Town, District and Local Centres Study - demonstrates that sufficient capacity exists to deliver the Core Strategy's requirements.

Major steps have already been taken to deliver the additional retail development planned in the Borough since adoption of the Core Strategy:

A new Asda supermarket opened in Sheerwater in 2014.

Planning permission was granted in March 2015 (PLAN/2014/0014) for a significant mixed use redevelopment at Victoria Square, in Woking Town Centre. The development will provide 10,967 sqm of retail floorspace (Use Classes A1, A2, A3 and A5), together with a medical centre, hotel, spa, gym, residential apartments, associated facilities and infrastructure including a local energy centre, public open space, car parking and highways work. Development of the site has already commenced.

The Victoria Square development is an example of the type of large Town Centre development that the Council in partnership with developers, landowners and public sector partners can achieve.

Additional development site opportunities exist within Woking Town Centre, in West Byfleet District Centre, in the Priority Places and Neighbourhood Centres that will deliver additional development, including in the range of retail uses, over the coming years.

Those sites which are shown to be developable and deliverable at this stage are allocated Proposal Sites set out in this document. They include the comprehensive redevelopment in

the heart of West Byfleet District Centre that will include an element of retail (Proposal Site UA49).

In this context, the Council is confident that sufficient land will come forward through allocated and other development sites to deliver the retail planned by the Core Strategy.

Infrastructure

The Core Strategy also provides the strategic context to ensure delivery of the infrastructure needed to support the above planned growth. The Core Strategy Policy CS16 – *Infrastructure delivery* provides a definition of infrastructure.

Specific infrastructure needs to support the development proposals of the Core Strategy are set out in the Infrastructure Delivery Plan. The Regulation 123 list of the CIL charging schedule sets out the infrastructure that CIL funding will be used to deliver.

This Site Allocations document allocates land for the following types of infrastructure:

- Suitable Alternative Natural Greenspace (SANG) sites to mitigate the impact of additional population in the Borough arising from new residential development upon the Thames Basin Heaths Special Protection Area (SPA);
- Essential transport infrastructure; and
- New open space/recreation.

With regard to the Thames Basin Heaths Special Protection Area (SPA), the Council had already identified sufficient Suitable Alternative Natural Greenspace (SANG) land to mitigate the SPA impacts of residential development for around 11.1 years of the 15 year plan period up to 2027. The SANG land identified to mitigate against the impacts of housing development for the 11.1 years is set out in the Thames Basin Heaths Special Protection Area Avoidance Strategy. Consequently there is a residual amount of land to be identified to enable 3.9 years of housing supply.

The Council undertook detailed calculations of SANG capacity during the preparation of the Core Strategy. The calculations were based on the existing and identified SANG sites in Thames Basin Heaths Special Protection Area Avoidance Strategy. The sites comprised of Horsell Common, White Rose Lane, Brookwood Country Park, Martins Press, Heather Farm and the Hoe Valley. The Council calculated that based on the outstanding capacity of these sites, there was enough SANG capacity to mitigate the impact of 3255 dwellings on the SPA. That is the equivalent of 11.1 years of the housing requirement to be provided within the borough in the plan period. Therefore a further SANG land (3.9 years of housing supply) would need to be identified to mitigate against the impacts of 1138 dwellings on the SPA. This is the equivalent of around 21 ha of SANG land that needs to be identified to meet the shortfall.

This Site Allocations DPD identifies sufficient SANG to meet the shortfall in provision up to 2027.

The Site Allocations identifies around 70 hectares of land which has the potential to be transformed into SANG. There may be some overlap between the calculation above and the new sites below, however the potential SANG being considered is significantly higher than the identified shortfall, therefore the Council is confident that the combination of the existing and new sites will ensure there is sufficient SANG land to meet the projected growth within the borough up to 2027.

This document allocates the following new sites for SANG purposes:

- Byfleet SANG (Proposal Site GB15)
- Brookwood Farm SANG (Proposal Site GB16)
- Westfield Common SANG (Proposal Site GB17)
- Two SANG sites at Gresham Mill (Proposal Site GB18 and GB19)

Land allocated for SANG/open spaces, and suitable measures within other development allocations, will enhance provision and accessibility to green space and conserve and enhance biodiversity, in line with the borough's Natural Woking biodiversity and green infrastructure strategy.

The following site is proposed for exclusion from the Green Belt and continued use as open space in connection with the school:

- West Byfleet Junior and Infant School Playing Fields (Proposal Site GB21)

Details of the allocations of these sites are set out in full in Section C.

Waste and Minerals

There are some development types that are decided and allocated through other development plans. For example, sites for minerals and waste processing, which are within Surrey County Council's planning functions. These land uses are already shown on the existing Proposals Map, to provide a complete picture of all land use proposals that are planned to come forward in Woking Borough to 2027 (and beyond).

Transport Infrastructure

The Council is investing significant capital on transport improvements in the Town Centre. It is investing approximately £24 million on sustainable transport measures to the north side of the railway. The Council has also carried out transport studies to identify measures of mitigation along the A320 and A245 corridors. It is presently seeking funding for the delivery of these measures. This includes the replacement of the Victoria Arch and an improvement to the road network.

Proposals Map

The NPPF requires Local Plans to indicate broad locations for strategic development on a key diagram and land use designations on a Proposals Map.

The Site Allocations DPD identifies specific sites for development, protection and safeguarding and in accordance with this requirement is indicated on the updated Proposals Map. The updated Proposals Map is expected to be adopted alongside the Site Allocations DPD. **Table 13** summarises the proposed site allocation Proposal Map amendments by ward.

Developing in accordance with the Site Allocations

It is expected that development should meet in full the key requirements of the Proposals in the Site Allocations DPD and any other relevant requirements of the [Core Strategy](#), the Development Management Policies DPD and other development plans for the area, unless there is a reasoned justification backed by evidence not to do so.

It is important to emphasise that Surrey County Council has undertaken Strategic Transport Assessment of the transport implications of the proposed sites, including the Green Belt sites and has identified no in-principle objections to the development of the sites. Subject to appropriate mitigation being identified to address impacts.

Where relevant, a detailed Transport Assessment or Transport Statement has been requested as a key requirement to identify any site specific mitigation measures that might be necessary to make development acceptable.

Estimated development yields

Estimation of the potential development yield of each allocated site has been informed by relevant evidence base, in particular the Strategic Housing Land Availability Assessment (SHLAA), Employment Land Assessment (ELA) and the Green Belt boundary review.

Estimates provide an indication of the potential amount of new development the Council anticipates a site could deliver. The development achievable on a site will ultimately be determined once a planning application is submitted and determined. In this regard, the estimated yields are indicative to only serve as a guide to inform development proposals.

Table 13: summary of the proposed changes to the Proposals Map by ward

These are changes proposed by the Site Allocations DPD that will be shown on the Proposals Map.

Ward	Development and infrastructure sites in the Urban Area	Development and infrastructure sites to be taken out of the Green Belt between 2010 and 2027	Green Belt land safeguarded to meet long term Development needs between 2027 and 2040	Land for SANG and open space use within the Green Belt
See:	Section A	Section B	Section B	Section C
Byfleet and West Byfleet	✓	✓	✓	✓
Canalside	✓	n/a	n/a	n/a
Goldsworth Park	n/a	n/a	n/a	n/a
Heathlands	✓	✓	✓	✓
Hoe Valley	✓	n/a	n/a	✓
Horsell	✓	✓	n/a	n/a
Knaphill	n/a	n/a	n/a	✓
Mount Hermon	✓	n/a	n/a	n/a
Pyrford	n/a	n/a	n/a	n/a
St Johns	✓	n/a	n/a	n/a

SITE ALLOCATIONS PROPOSAL SITES

Proposal Sites are listed in alphabetical order by ward in each section.

Section A – Development and infrastructure in the Urban Area

These sites are located in the existing built up areas of the Borough and these areas are known as the Urban Area. They are defined on the [Proposals Map](#) accompanying the Core Strategy, the Development Management Policies DPD and the Site Allocations DPD.

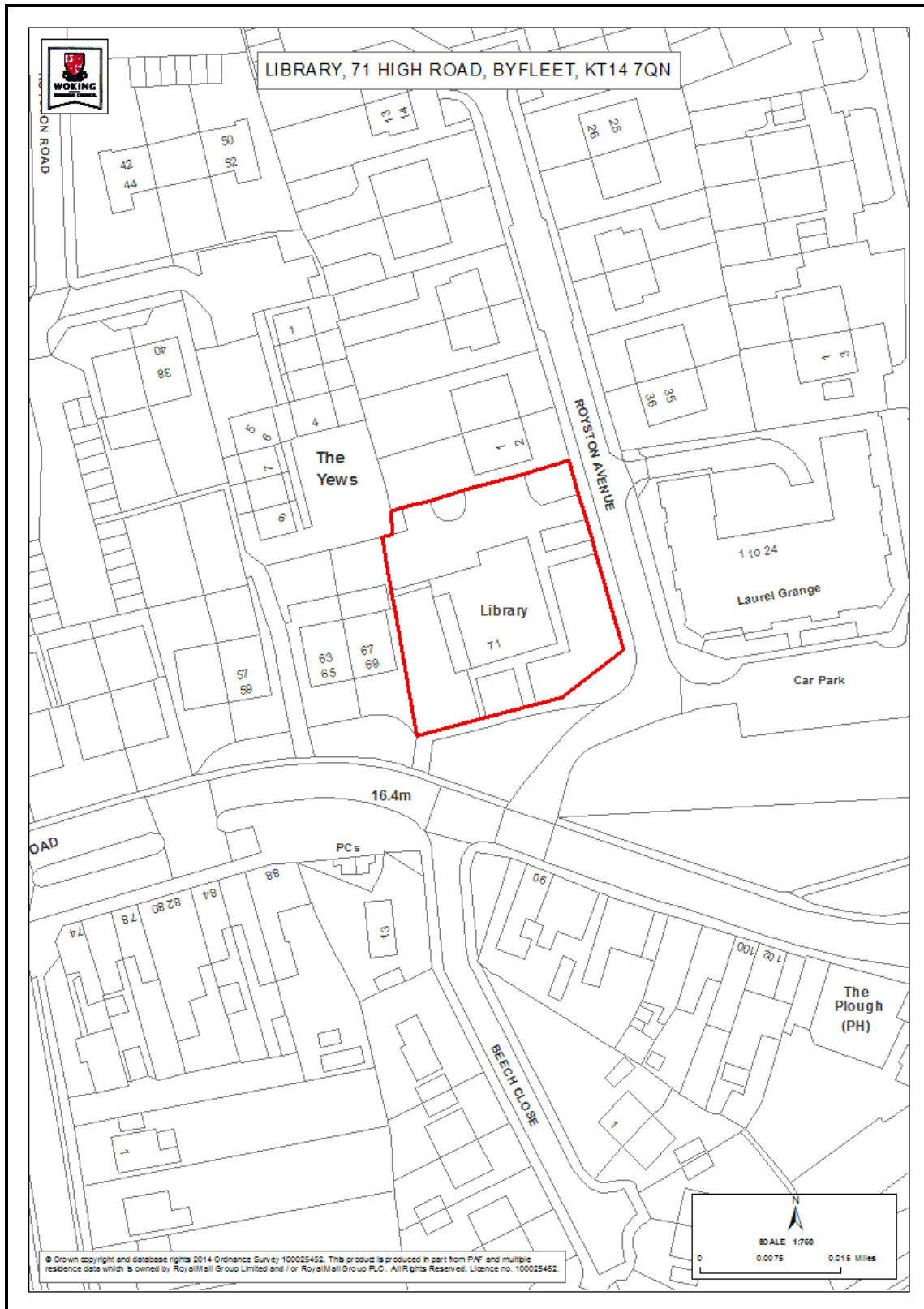
These sites are proposed for future development and/or for the provision of infrastructure, as described in the 'Proposal' section of each site entry. These Proposal Sites have references beginning UA.

It is highlighted that since the publication of the Site Allocations DPD for Regulation 18 Consultation, the status of a number of the sites has changed. For example, development on some sites has commenced, and is likely to be completed by the time the DPD is adopted. This type of site has been deleted, but would still count towards the overall supply of land. A few new sites have also been added based on new evidence.

Delivery of these sites is expected up to 2027.

Proposal reference: UA1

Site address: Library, 71 High Road, Byfleet, KT14 7QN





Policy UA1: Library, 71 High Road, Byfleet, KT14 7QN

This 0.13 ha site is allocated for a mixed use development to comprise residential including Affordable Housing and a replacement library and community uses.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Any proposal will be required to include a replacement community facility (library);
- Retain some form of the existing library service during redevelopment. Where feasible this could either be on site or off site within the local area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement will be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety;

- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The site is within Flood Zones 1 and 2 and a high risk groundwater vulnerability zone. The site also contains a principle aquifer. A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site, including the achievement of BREEAM 'very good' standards for any non-residential buildings over 1,000 sqm;
- Due to the proximity of adjacent roads, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity;
- The development should retain any trees of amenity and appropriate landscaping should be provided;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is within Byfleet Local Centre, with local services such as schools, shops and community facilities close by.

Redevelopment of the site would have a regenerative effect and provide improvements to the street scene. It could provide enhanced community facilities with the replacement library on the lower floors.

It is anticipated that the site will yield at least 12 dwellings.

Any development of the site should also meet all other relevant requirements of the Development Plan for the area and site specific requirements that might have to be secured under Section 106 Agreement.

Delivery arrangements:

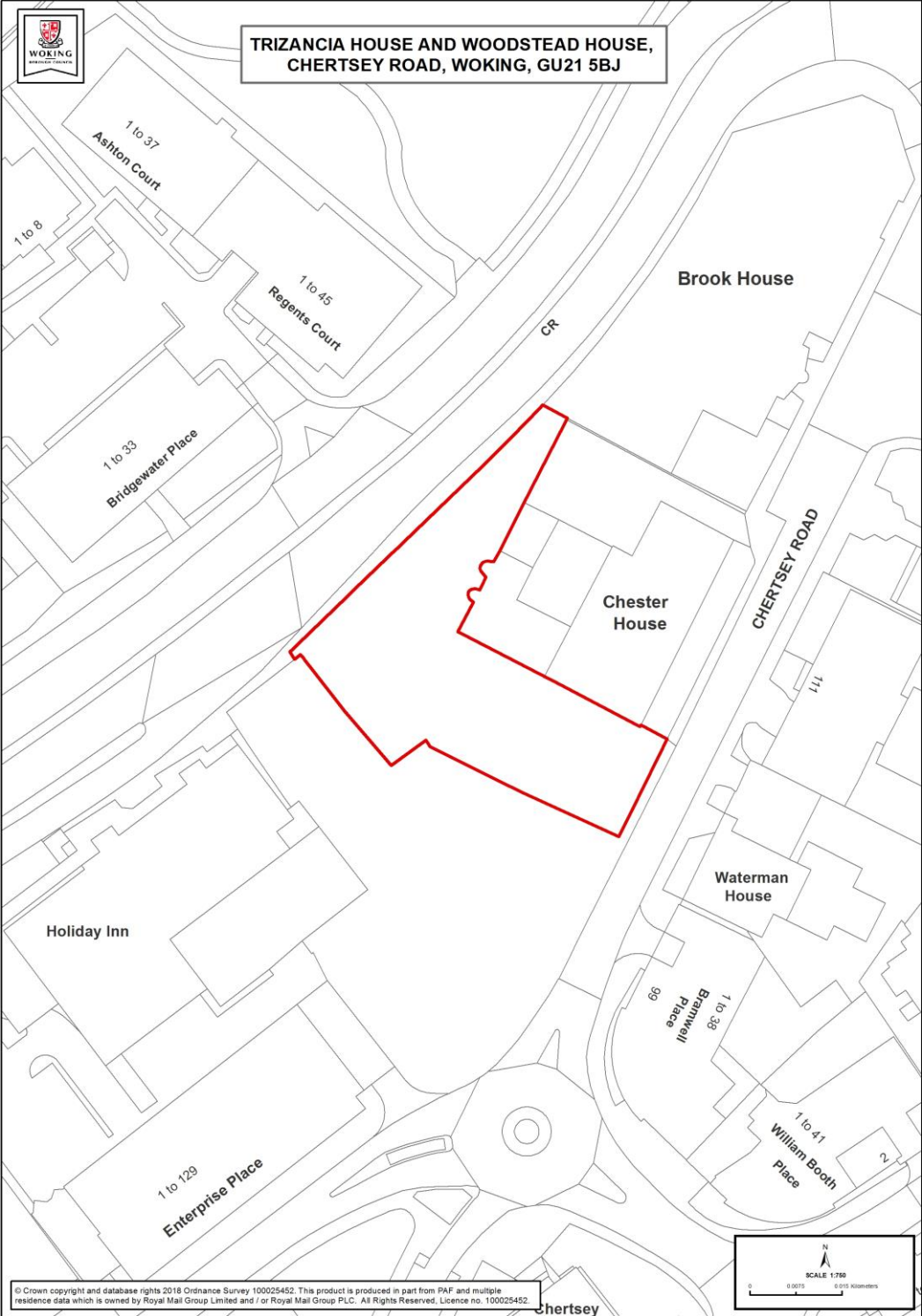
- It is expected that the site would come forward for development during the Plan period;
- The land is in the ownership of Surrey County Council and there are no known legal or other ownership problems associated with the site.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB012);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study.

Proposal reference: UA2

Site address: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ





Policy UA2: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ

This 0.15 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and offices.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Redevelopment of the site to consider the immediate context, including adjacent proposed allocated site UA3 and the Kings Court redevelopment
- A Transport Statement will be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety (the existing access is

shared)

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Appropriate landscaping should be provided;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure.
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be necessary.
- Due to the proximity of roads, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case

basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises of offices. The site is within Woking Town Centre High Accessibility Zone.

The existing buildings are between three and four storeys in height are currently vacant and appear to have been so for some time. Woodstead House has been demolished. There is opportunity here to redevelop these outdated offices to a mixed use scheme of residential and offices.

The adjacent site, comprising Kings Court, Thomson House, has planning permission (PLAN/2014/1263) for the demolition of the existing buildings and the erection of an 8 storey office building (B1a) of 9,274sqm floorspace. This permission is currently being implemented.

Trizancia House and Chester House were refused planning permission (dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings.

The Council will support the comprehensive redevelopment of the site in order to maximise the efficient use of land. However development proposals for individual elements of the site will be considered on their own merits.

It is anticipated that the site will yield at least 50 dwellings and 4000 sqm net office floorspace (5000 sqm gross). An indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a quality Town Centre development opportunity.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- This site is in multiple ownership;
- The site is part vacant and is known to be available.

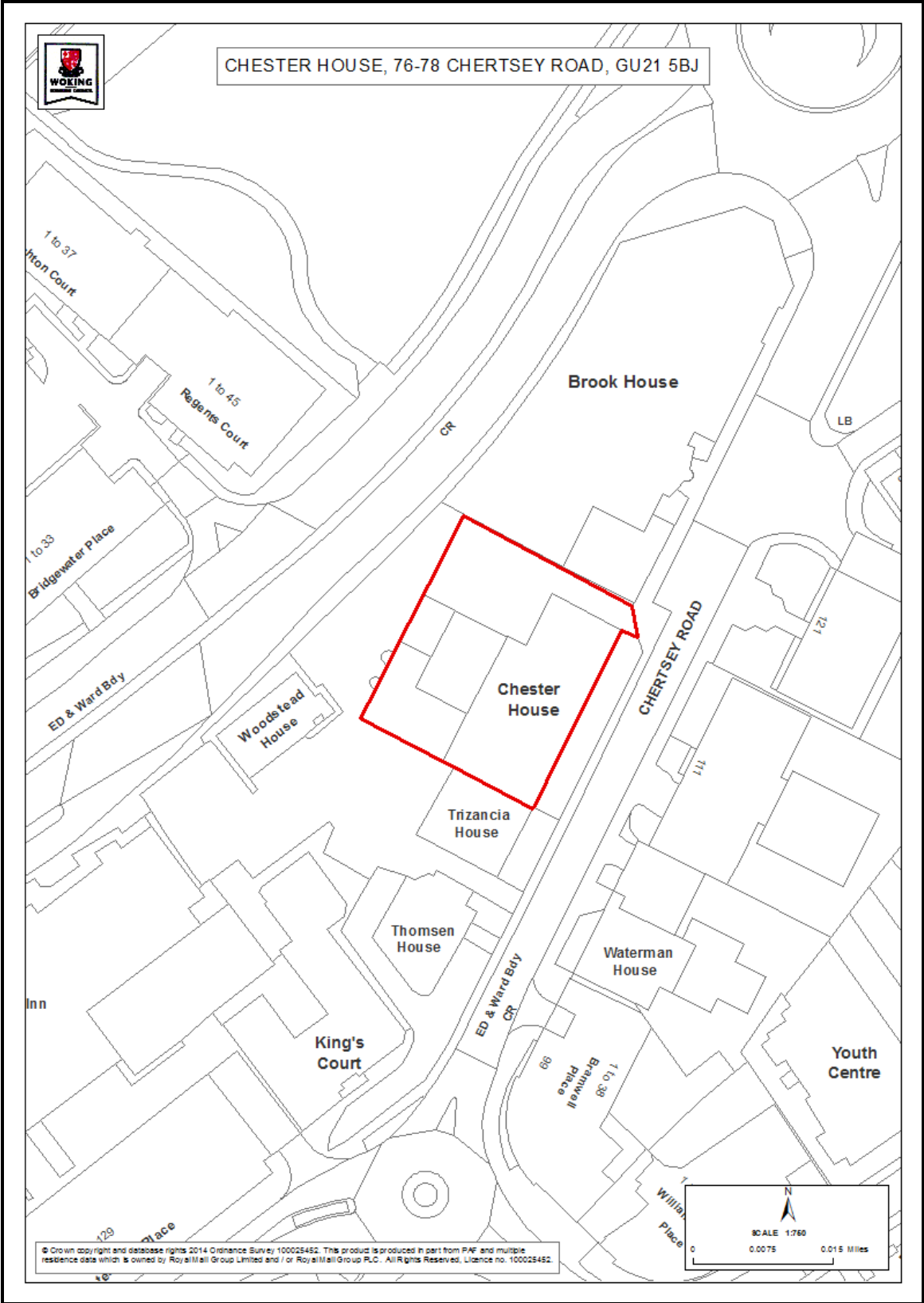
Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment (SHLAACAN001);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;

- Parking Standards SPD;
- Character Study;
- Planning application PLAN/2014/0759 and PLAN/2014/1263.

Proposal reference: UA3

Site address: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ





Policy UA3: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ

This 0.15 ha site is allocated for offices and residential, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Transport Statement may be required to assess likely transport impacts;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should retain any trees of amenity value;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any redevelopment of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be needed;
- Due to the proximity of the road, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It comprises operational office premises. The site falls within Woking Town Centre High Accessibility Zone.

The existing building has four storeys. There is opportunity here to redevelop these outdated offices to provide modern offices.

Chester House as well as Trizancia House (UA2) were refused planning permission (and dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings. The Council will support the comprehensive redevelopment of the site in order to maximise the efficient use of land. However development proposals for individual elements of the site will be considered on their own merits.

It is anticipated that the site will yield at least 1000 sqm net additional office floorspace (3000 sqm gross) and up to 14 dwellings.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a high quality Town Centre development opportunity.

Delivery arrangements:

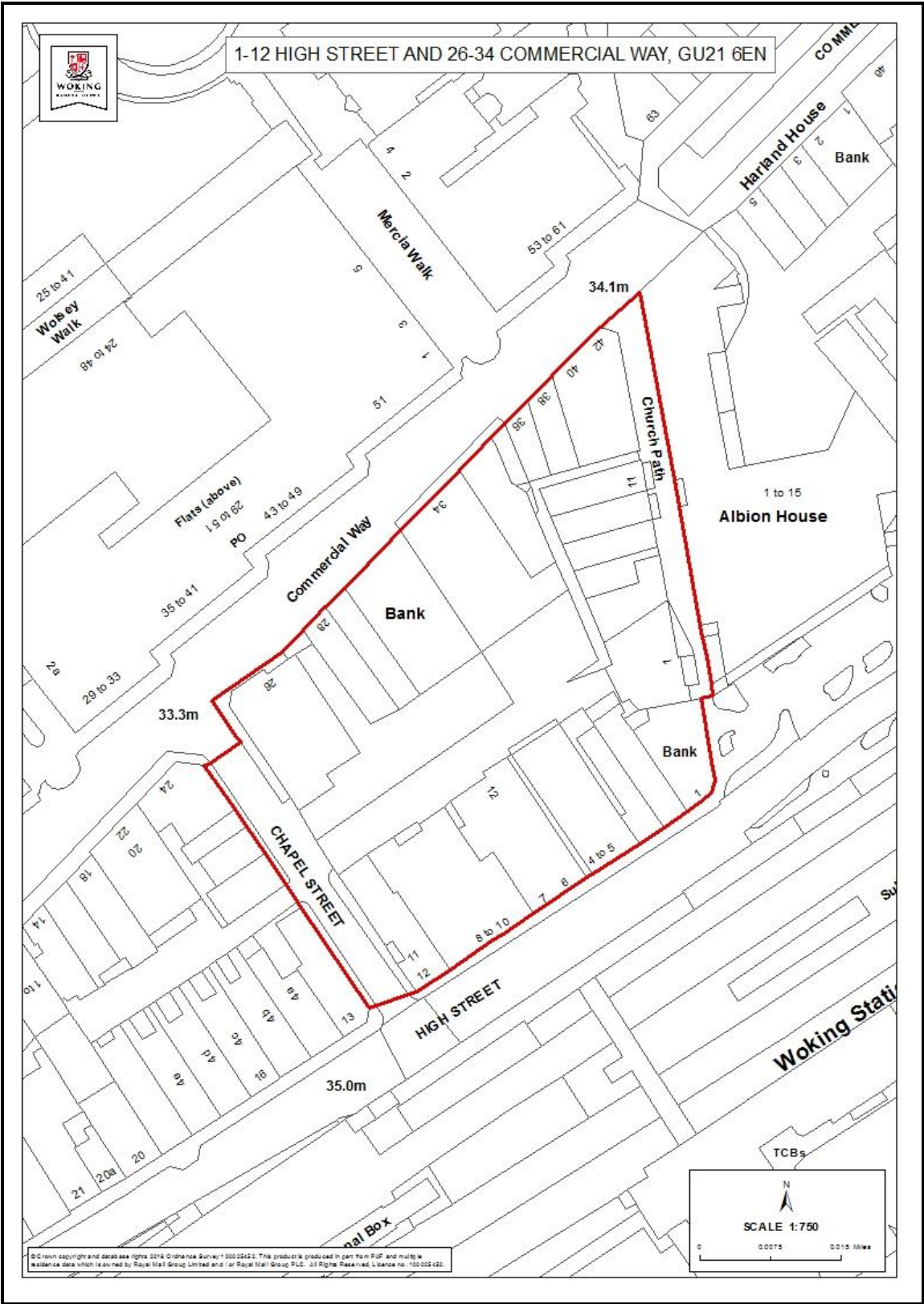
- It is expected that the site would come forward for development during the Plan period;
- The land is known to be available.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN035);
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA4

Site address: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN





Policy UA4: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN

This 0.58 ha. Site is allocated for a mix of uses to comprise residential including Affordable Housing, offices and retail.

To achieve this, the development must address the following key requirements:

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Site UA6);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA7);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development should protect and enhance the character of the Town Centre Conservation Area;
- Development should protect and enhance the setting of the listed signal box and buildings and have regard to Woking Town Centre Conservation Area;
- Development should have regard to the locally listed buildings within the site area;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation and remediation required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is in a suitable location for a mixed use development which would provide an opportunity for regeneration of this High Street site.

The site is in the Town Centre Conservation Area and any redevelopment must respect the character and appearance of the conservation area. A Grade II Listed signal box is located adjacent to the railway and any development must not harm the setting of the Listed Building. Any redevelopment should also have regard to the locally listed buildings in the vicinity of the site area (40 – 42 Chertsey Road and 1 – 3 High Street).

The site provides a gateway to this section of the Town Centre and there would be scope to provide a higher density development although retail development would be required, to ensure active frontages at ground floor level.

It is important that the development complements that of other Woking High Street allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

It is anticipated that the site could yield at least 149 net additional dwellings, 1600 sqm office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6 – 10 years;
- It would be a developer-led scheme;
- The site is in multiple ownership, some land assembly will be required;
- There is known developer interest in bringing forward some or all of this site.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN006)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Heritage of Woking



Policy UA5: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS

This 0.21 ha site is allocated for a mixed use development to comprise of residential including Affordable Housing and offices.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Comprehensive redevelopment of the site taking into account the setting of the adjacent Woking Town Centre Conservation Area and its setting;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street on all sides;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required;

- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located in a sustainable location within the Town Centre. The existing office space is rated as poor by the Employment Land Review and there is a high vacancy rate. The development should provide for an office floorspace that is fit for modern office needs.

The existing building is four storeys in height. It occupies an island site, adjacent to the Conservation Area. It is anticipated that the site will yield up to 158 dwellings and 1000 additional sqm office floorspace (6000 sqm gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

The site currently has an unimplemented Prior Approval (PLAN/2016/1433) for the change of use from office to residential.

Delivery arrangements:

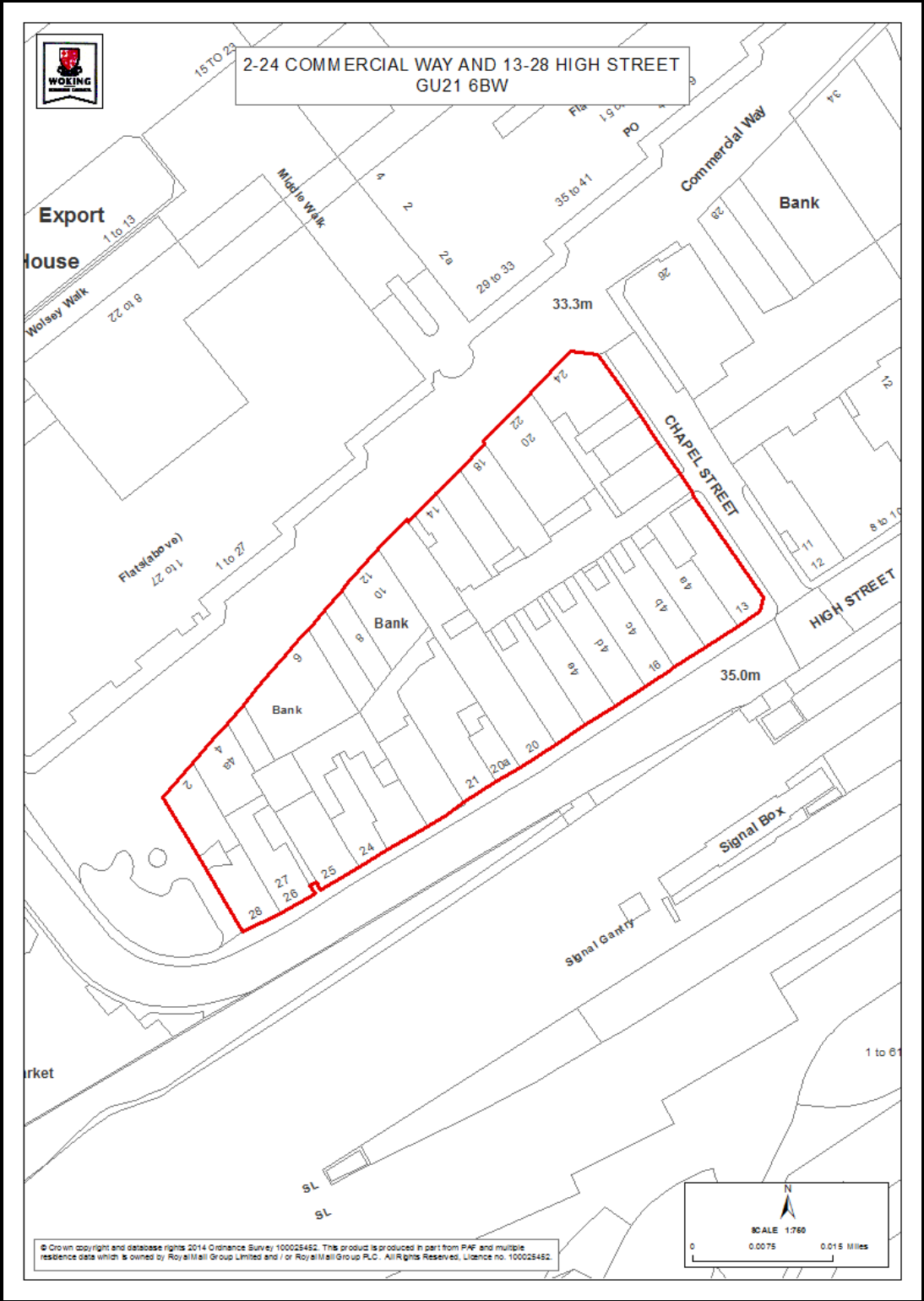
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN002);
- Planning application PLAN/2016/1433;
- Core Strategy examination note WBC17A;
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA6

Site address: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW





Policy UA6: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW

This 0.45 ha site is allocated for mixed use development to comprise of residential including Affordable Housing, retail and offices.

To achieve this, the development must address the following key requirements:

- Development to complement that of Victoria Square Development, to ensure effective integration of the development;
- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Site UA4);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA7);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments

in the vicinity of the site;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Regard to be given to the permitted Victoria Square development scheme , including the adjacent new public space;
- The development should consider local and long distance views of the development;
- Design of development to protect and enhance the Conservation Area, listed buildings in the vicinity and their setting;
- Building footprints should be of an appropriate scale to reflect the traditional grain and character of the area, the use of small floor plates is suggested;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Appropriate landscaping should be provided;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Applicants are advised at the early stage to consult Thames Water regarding the

management of waste water capacity and surface water runoff.

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required with the potential for some remediation to be required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Existing office floorspace to be re-provided and new provision should seek to address the needs of small businesses;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This Town Centre site is located in a sustainable location for a mixed use development which would provide an opportunity for regeneration of this High Street block.

The site is partly in the Town Centre Conservation Area and any redevelopment must respect the character, grain and appearance of the Conservation Area. A Grade II Listed signal box is located adjacent to the railway and any development must not harm the setting of the Listed Building.

Site provides a gateway to this section of the Town Centre and there would be scope to provide a higher density development although retail development would be required, to ensure active frontages at ground floor level.

It is important that the development complements that of other Woking High Street allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

It is anticipated that the site could yield at least 50 net additional dwellings. The site is also anticipated to yield at least 400 sqm office floorspace (2000 sqm gross) and retail

floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

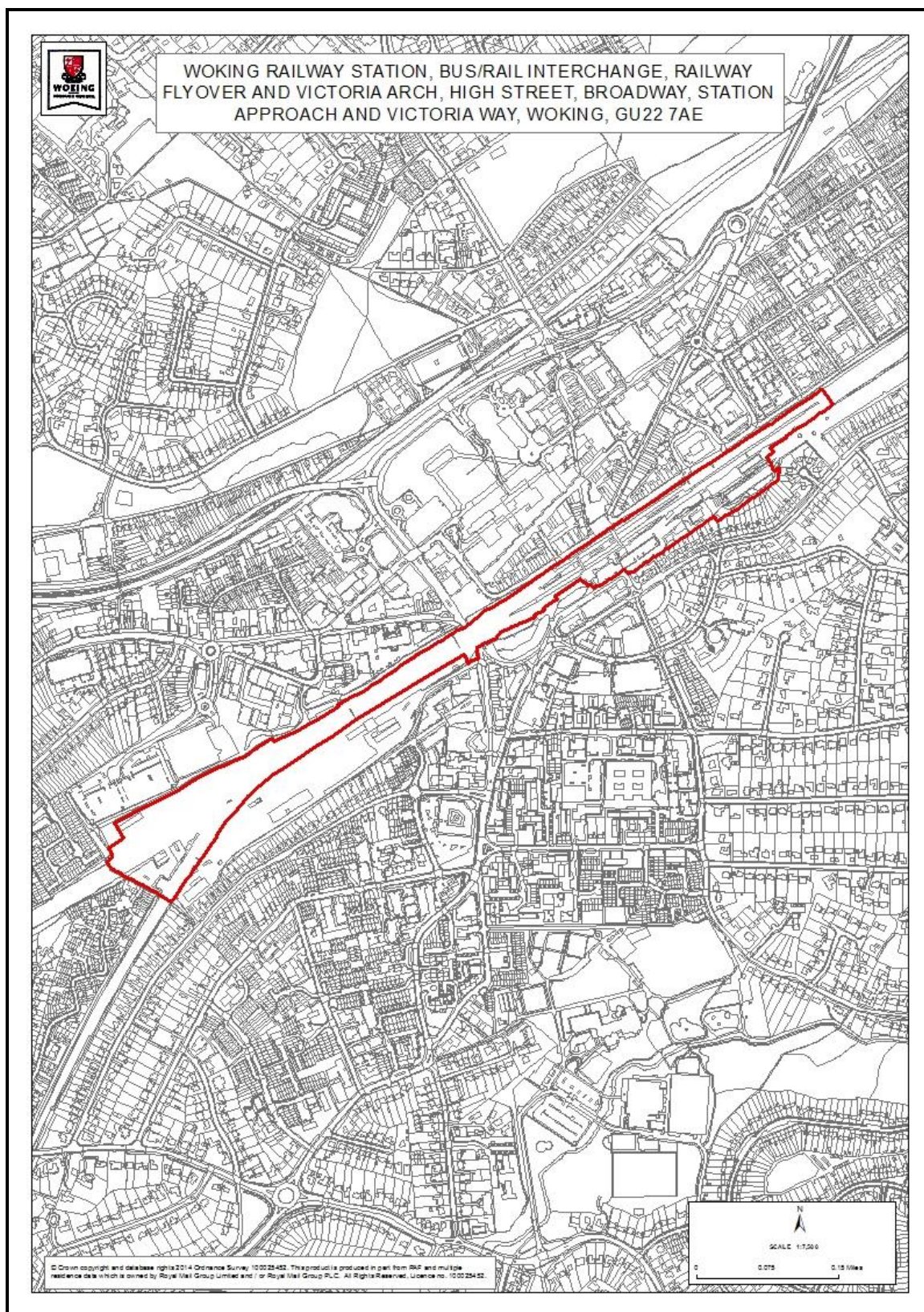
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership, some land assembly required.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN004);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA7

Site address: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE







Policy UA7: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE

This 9.43 ha site is safeguarded for essential infrastructure – Transport interchange hub at Woking railway station to include – plaza, bus interchange, railway flyover, improvements to rail facilities and taxi rank to south side of station, secure bike parking area within station facilities on south side and Brompton bike hire dock, improvements to bus interchange to north side of station. Also improvements to Victoria Arch.

To achieve this, the development must address the following key requirements:

- Development should improve the arrival experience to the Town Centre;
- Development should seek to enhance connectivity and improve access across the railway track, particularly for pedestrians and cyclists;
- Any buildings or improvements to the public realm should be of exceptional design quality;
- Development should protect and enhance the character of the Town Centre Conservation Area, statutory and locally listed buildings;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- An archaeological assessment will be required as set out in Core Strategy Policy

CS20: Heritage and conservation;

- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy & Forward Programme (LTS) (September 2014) explains that capacity on the South West Main Line is a key issue affecting Woking. The station is the second largest in Surrey with 7.4 million entries and exits recorded in 2011/12. With the planned development for the town centre in particular, and the borough in general, patronage is predicted to increase, and the network will need improvement to cope.

In order to increase capacity on this railway line, the Network Rail Wessex Route Study (August 2015) proposed the creation of a flyover at Woking. This proposal for grade separation, alongside the creation of an additional platform at Woking, has subsequently been scheduled as an enhancement option for Control Period 6 (CP6) (2019-2024) in the Network Rail Route Strategic Plan: Wessex Route (February 2018.) The upgrade of Victoria Arch has also been scheduled for CP6 as one of the key renewals on the Wessex Route.

It is also considered that at present, interchange between different modes of transport in and around the railway station can be improved. Whilst there is good provision for cycle-rail interchange to the south of the station, better provision could be made to the north of the station. There are ongoing measures to improve the station. Bus waiting facilities are poor and not well-signed from the northern exit of the station, despite being located nearby. One potential solution is the development of a 'transport interchange hub' at Woking railway station to improve passenger experience in changing between modes. Improvements to the ticket hall are also needed.

Attention would also need to be given to how pedestrians and cycles get safely from one side of the railway to the other, the railway being a physical barrier to the town in this location. There is an opportunity to significantly improve pedestrian connectivity between the two parts of Woking Town Centre.

These improvements should be seen in the context of the wider Town Centre Sustainable Transport Improvements. Developments in the town centre would be expected to contribute to the delivery of these works if it is justified.

The Core Strategy Examination Inspector commented specifically on the need for improvements to the railway station. The report (paragraph 71) states 'A key component in the Borough's strategy is the presence of Woking Railway Station. Concerns have been raised as to the capacity of the station and its rail services to meet the increased demands placed upon them by the level of growth and development intended for the town and Borough over the plan period. However, whilst this matter should remain a focus for review, the available evidence which includes the London and South East Route Utilisation Strategy, does not indicate that Woking and its station have fundamental capacity issues which cannot be addressed by a range of initiatives which may, for example, include longer trains and ticket pricing strategies'.

The Council is committed to the delivery of these improvements.

Delivery arrangements:

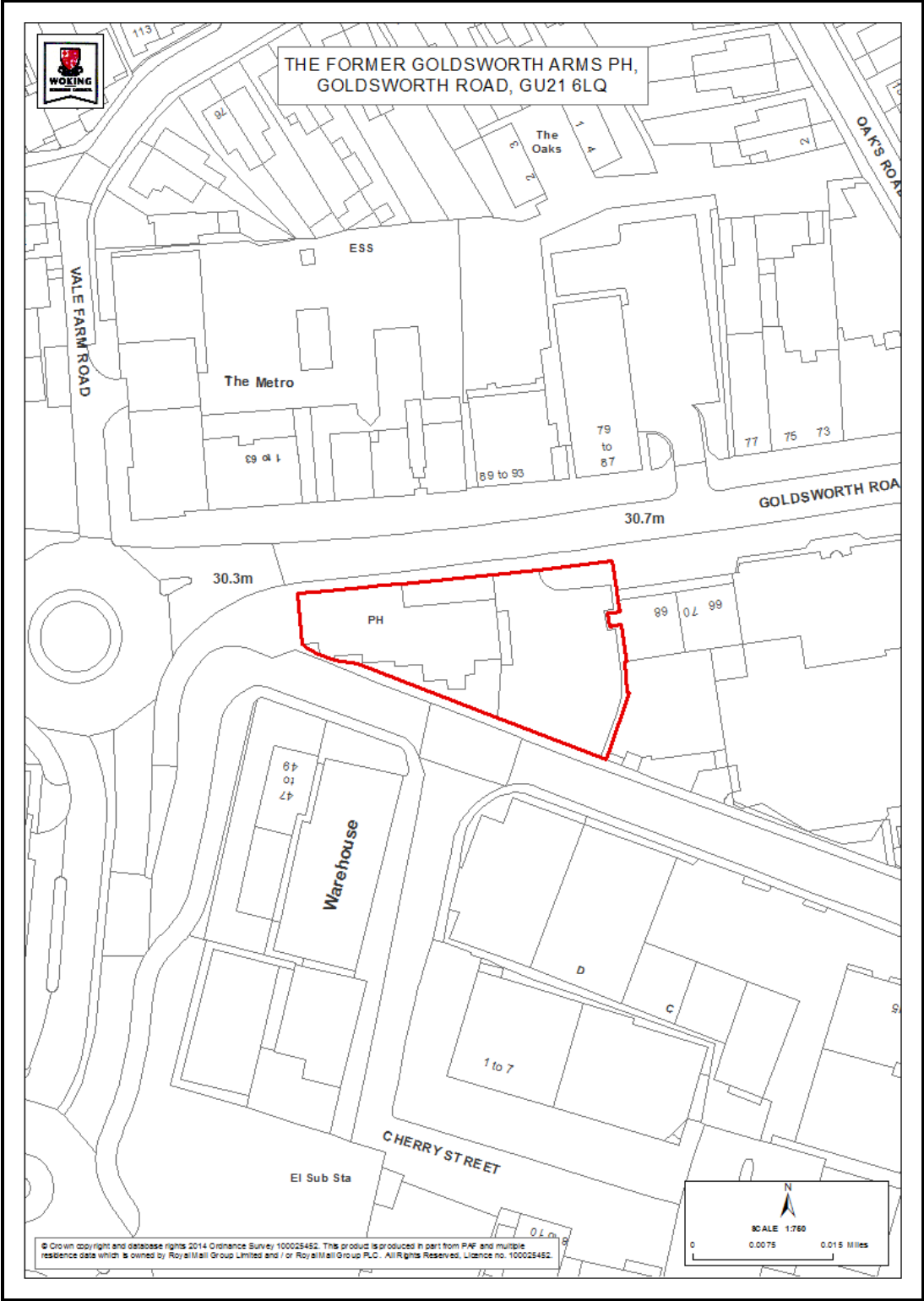
- It is expected that the site would come forward for development during the Plan period;
- Funding will be assisted through the Local Sustainable Transport Fund (LSTF).

Key evidence base:

- Woking Borough Community Infrastructure Levy Regulation 123 list (2014);
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Surrey Rail Strategy;
- Railway design guidance by Network Rail;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Wessex Route study (consultation draft, Network Rail, November 2014).
- Network Rail Route Strategic Plan: Wessex Route (February 2018)

Proposal reference: UA8

Site address: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ





Policy UA8: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ

This 0.12 ha site is allocated for residential use, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Active frontages to enhance the street scene;
- Development to address this prominent corner position;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of

daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address both Goldsworth Road and Poole Road street scenes on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Any buildings in this gateway location should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Design to consider impact on setting of nearby locally listed buildings;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required, dependent upon sensitivity of proposed use(s);
- The site could come forward for development as part of any future development of the Poole Road Industrial Estate (Proposal Site UA14);
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect

residential amenity;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- Development could make a contribution towards alternative community infrastructure;
- Transport Assessment required to determine the impact of development on transport network; and opportunities to optimise use of sustainable transport;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is currently vacant following the demolition of the former public house (PLAN/2014/1320). It is situated at a key gateway location as you enter Woking Town Centre from the west.

The site is triangular in shape and is bound by Goldsworth Road to the north and Poole Road to the south. There are currently a number of land uses adjacent to the site, including a mixed use residential and retail development at 1-63 Goldsworth Road, commercial development along Goldsworth Road and industrial uses within the Poole Road/Butts Road employment area.

The site is within Woking Town Centre. It is within walking and cycling distance of key services and facilities including schools, Woking Hospital and Woking Railway Station. It is also adjacent to an existing cycle route and is served by a regular bus service.

A redevelopment of residential is considered a more effective use of the site. It is anticipated that the site could yield up to 43 dwellings.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- It would be a developer-led scheme;
- The site is currently vacant (ceased trading in 2011) and is known to be available for development.

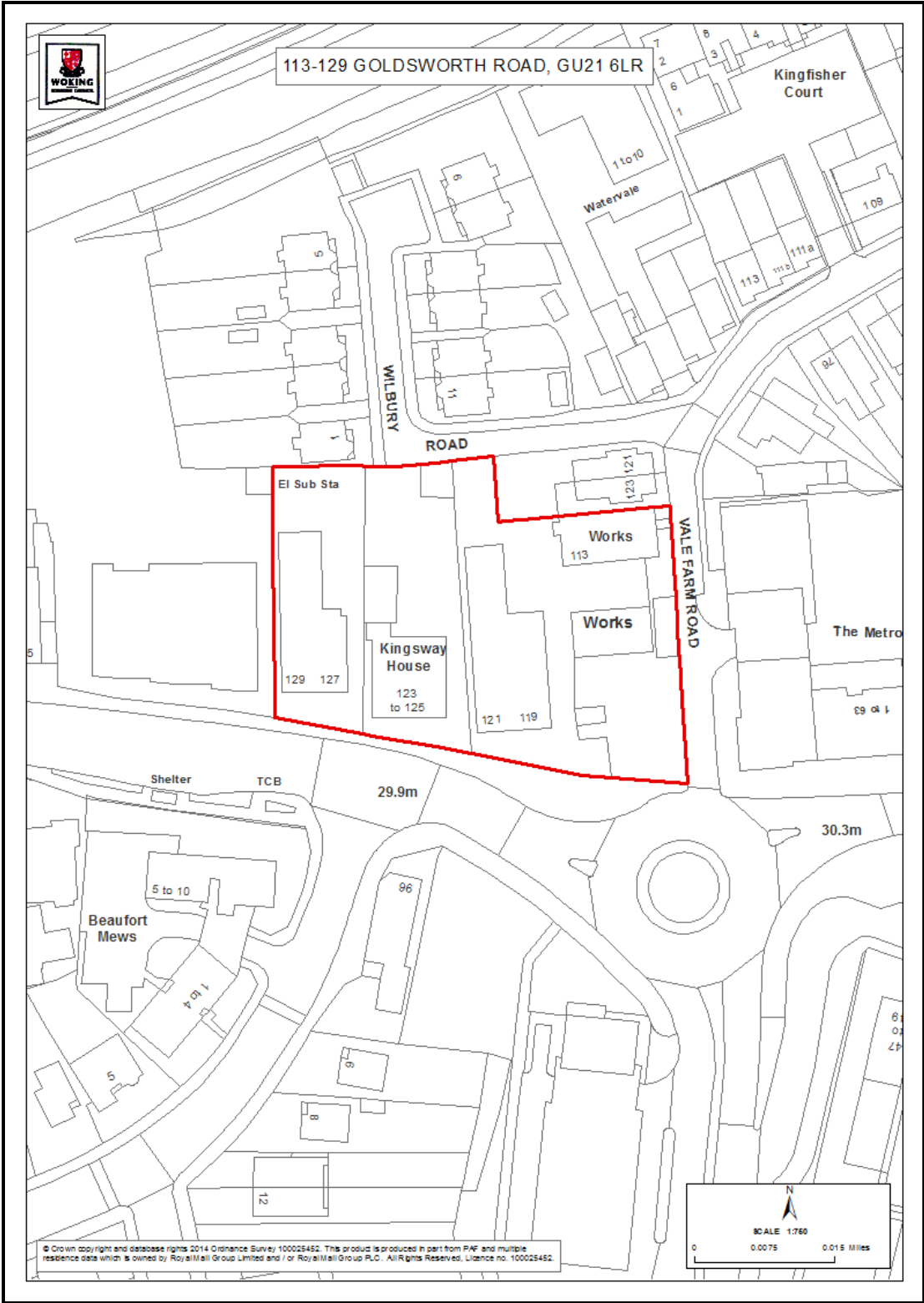
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN033);
- Sustainability Appraisal;

- Planning Application PLAN/2012/0736 and PLAN/2015/0404;
- Prior approval application PLAN/2014/1320
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA9

Site address: 113-129 Goldsworth Road, Woking, GU21 6LR





Policy UA9: 113-129 Goldsworth Road, Woking, GU21 6LR

This 0.32 ha site is allocated for mixed use development to comprise of office and residential development, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of high design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- The site is in an edge of Town Centre location and should reflect this in its design. Development in this area should step down to respect the existing adjacent low-rise residential areas;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to address this prominent corner position;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation is likely to be necessary;
- Active frontages to enhance the street scene;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located within Woking Town Centre at the corner of Goldsworth Road and Vale Farm Road. The existing buildings on the site vary between one and three storeys in height and uses range from retail, office and sui generis.

The site has a significant frontage on Goldsworth Road and forms a corner plot at the Goldsworth Road roundabout. Any proposed development at this gateway roundabout on Goldsworth Road should contribute towards enhancing the approach to the Town Centre from the west of the Borough.

The site has good access to public transport and key services by both foot and cycling. Any development on the site will need to ensure it is of a scale and height that will respect the residential properties to the rear as well as improve the active frontage along Goldsworth Road.

It is likely that the site would be suitable for a flatted development with office units on the ground floor.

It is anticipated that the site could yield at least 55 dwellings and re-provision of existing office floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership and there are a number of existing tenancies;
- The landowners have been contacted.

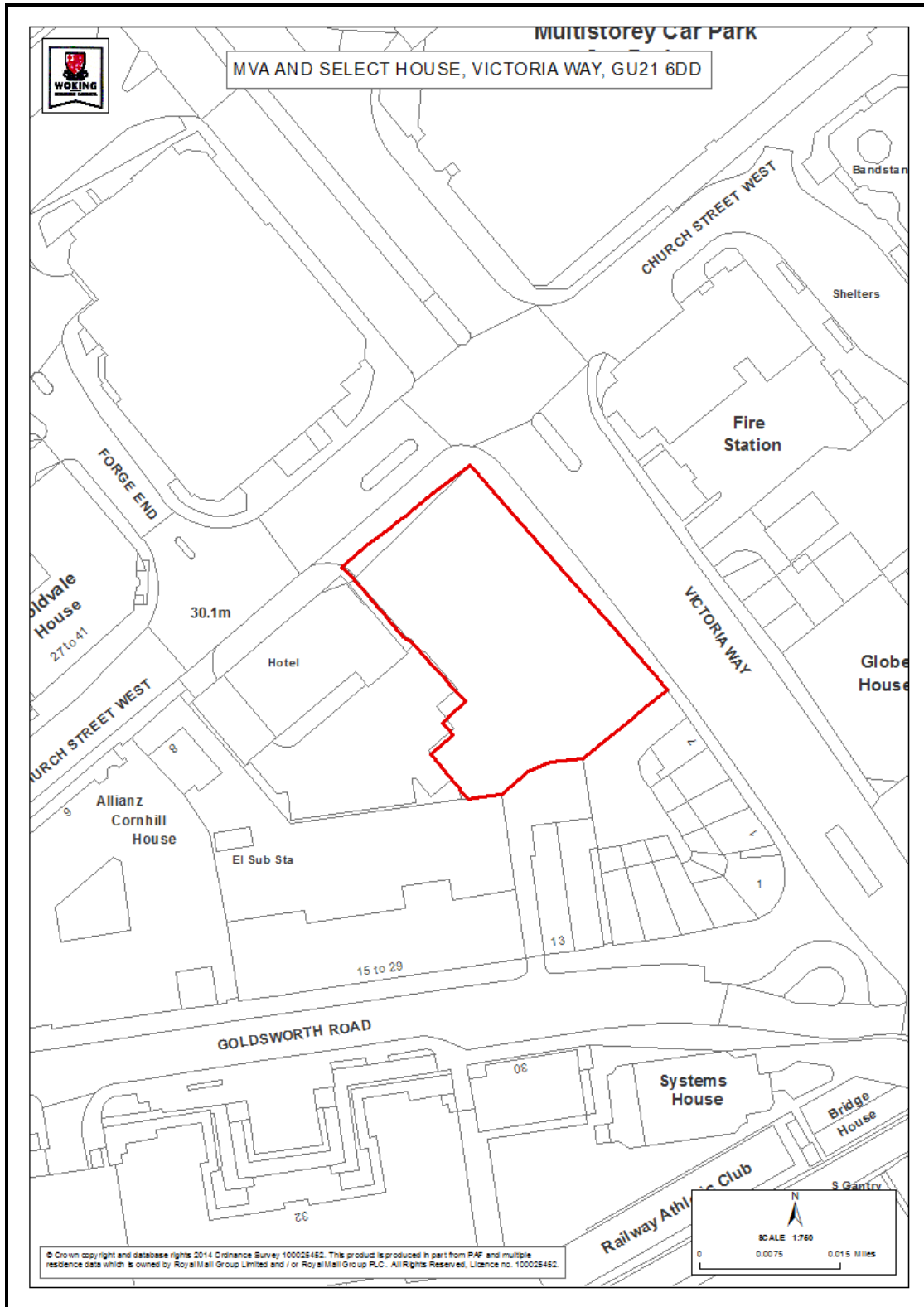
Key evidence base:

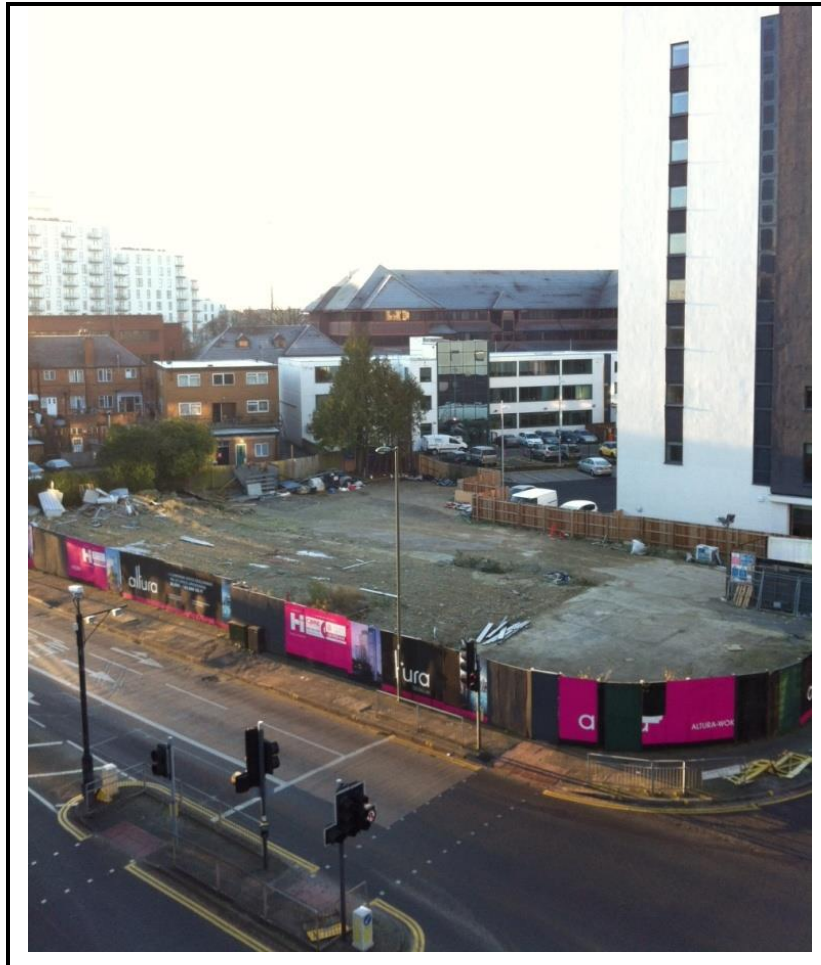
- Strategic Housing Land Availability Assessment (SHLAASTJ002);
- Sustainability Appraisal;
- Employment Topic Paper;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;

- Parking Standards SPD;
- Character Study.

Proposal reference: UA10

Site address: MVA and Select House, Victoria Way, Woking, GU21 6DD





Policy UA10: MVA and Select House, Victoria Way, Woking, GU21 6DD

This 0.15 ha site is allocated for office development.

To achieve this, the development must address the following key requirements:

- Development to complement that of other Western Approach allocated sites and the Victoria Square development, to ensure effective integration of the development (see also Proposal Sites UA11, UA12 and UA13);
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from the south and west of the Borough;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment

Agency. Investigation would be required and remediation may be necessary (dependent upon development uses and building design);

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is 0.16 ha. of previously developed land within the Town Centre, located on a prominent junction between Victoria Way and Church Street West. The former four storey office building on this site has been demolished and the site is currently vacant.

Planning permission was granted (PLAN/2011/0120, extension of earlier planning permission PLAN/2007/0688) for the redevelopment of the site into a 17 storey high speculative office building (Altura), including restaurant/bar and community facilities. This permission has now expired.

It is important that the development complements that of other Western Approach allocated sites (UA11, UA12 and UA13) and the Victoria Square Development, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.

It is anticipated that the site could yield at least 16,719 sqm office floorspace (16,719 sqm gross).

Delivery arrangements:

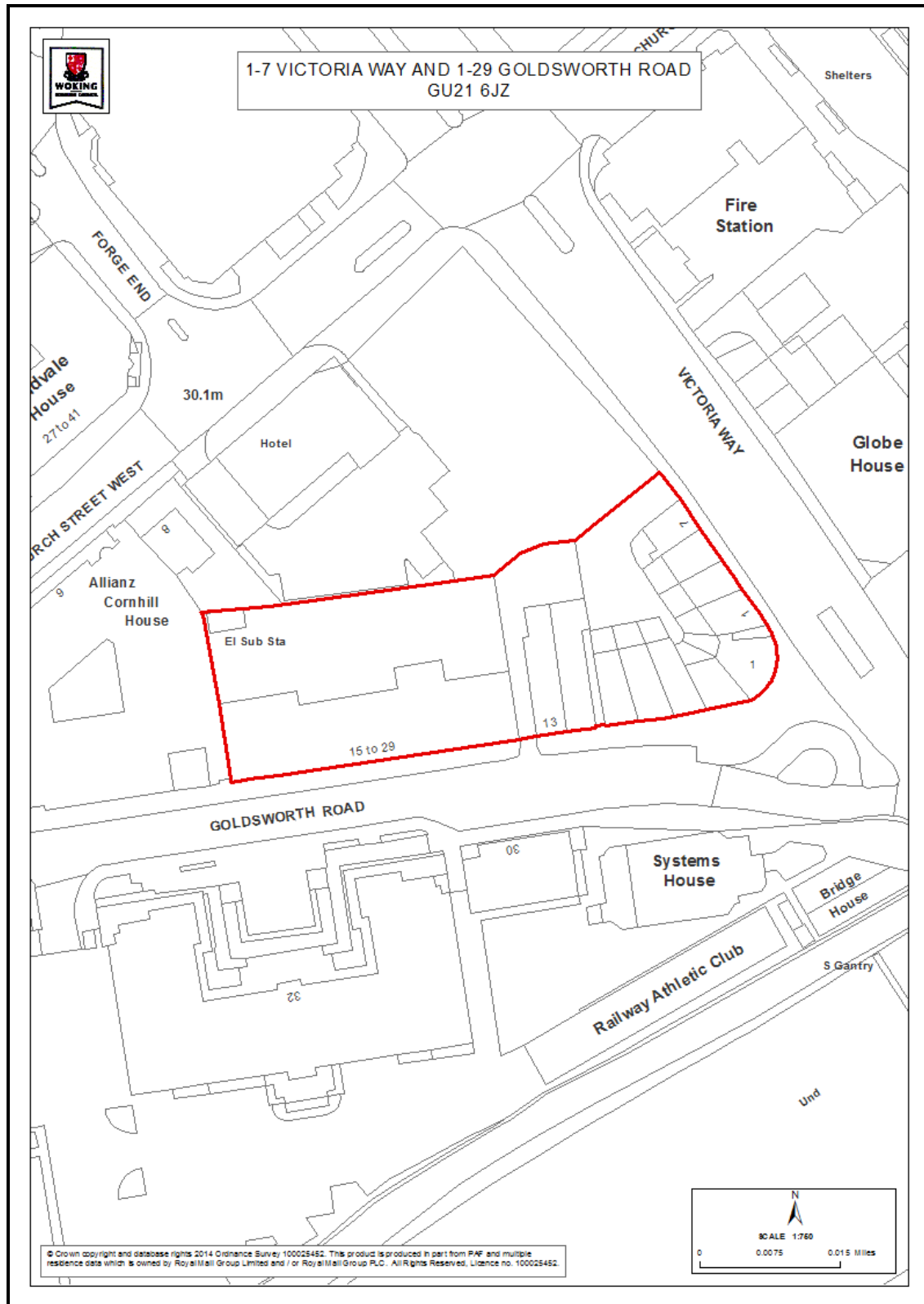
- It is expected that the site would come forward for development during the Plan period;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment;
- Planning application PLAN/2007/0688 and PLAN/2011/0120;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA11

Site address: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ





Policy UA11: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ

This 0.3 ha site is allocated for mixed use to comprise of retail, office and residential development including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Development to complement that of other Western Approach allocated sites and the Victoria Square development, to ensure effective integration of the development (see also Proposal Sites UA10, UA12 and UA13);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of

daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to 3 storey at 31 Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality and have regard to this prominent corner position and vibrancy at ground floor level;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development should consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is currently made up of the Woking Job Centre Plus (15-29 Goldsworth Road) and a number of ground floor retail units with a mix of residential and commercial uses at first and second floor level. To the rear of the properties are servicing areas and private car parking. All of the existing buildings are three storey in height.

With the development of the proposed Victoria Square scheme, the site will be considered to be within a transition area between the approved high density Victoria Square Development and the edge of Town Centre buildings along Goldsworth Road. There is therefore an opportunity to intensify the use of the site to reflect this transition in building heights. Due to the existing mixed use development on the site, the principle of a mixed use is acceptable.

The site is well served by public transport, with several frequent bus services and Woking Railway Station within a short walking distance. It is adjacent to the Woking Town Centre Primary Shopping Area and is within the Woking Town Centre High Accessibility Zone.

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.

It is anticipated that the site could yield at least 55 dwellings, 1200 sqm office floorspace (3000 sqm gross), and retail floorspace.

Delivery arrangements:

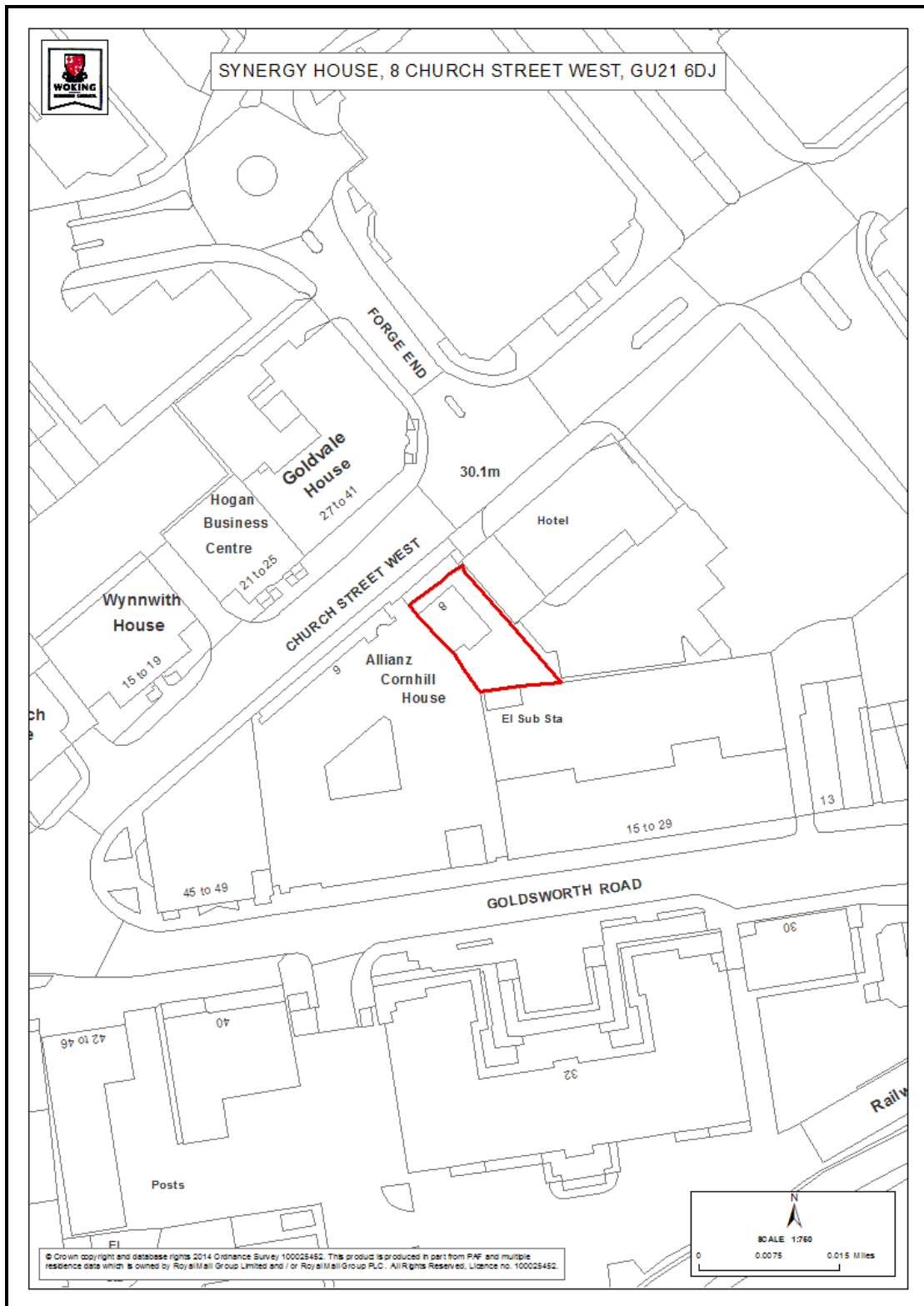
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership and land assembly may be complex;
- The landowners have been contacted.

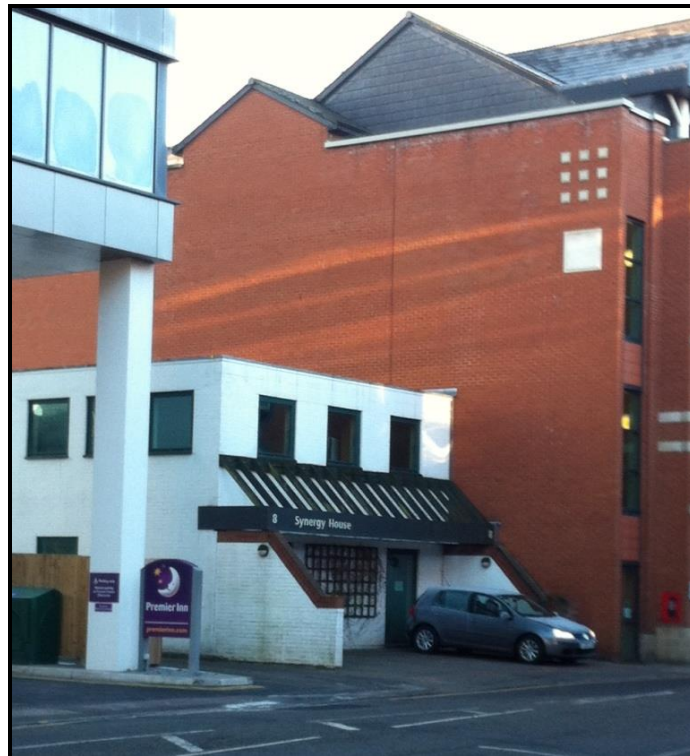
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN028);
- Sustainability Appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA12

Site address: Synergy House, 8 Church Street West, Woking, GU21 6DJ





Policy UA12: Synergy House, 8 Church Street West, Woking, GU21 6DJ

This 0.02 ha site is allocated for office development.

To achieve this, the development must address the following key requirements:

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA10 ,UA11 and UA13);
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Retain electricity sub-station;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This is a small two storey building set amongst surrounding high density development along Church Street West. The surrounding buildings vary from four storeys to ten storeys. The adjacent building is the recently built hotel which is ten storeys. Synergy House is dwarfed in comparison.

There is opportunity to redevelop the site to maximise the efficiency of the land.

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.

It is anticipated that the site could yield at least 900 sqm office floorspace (1000 sqm gross).

Delivery arrangements:

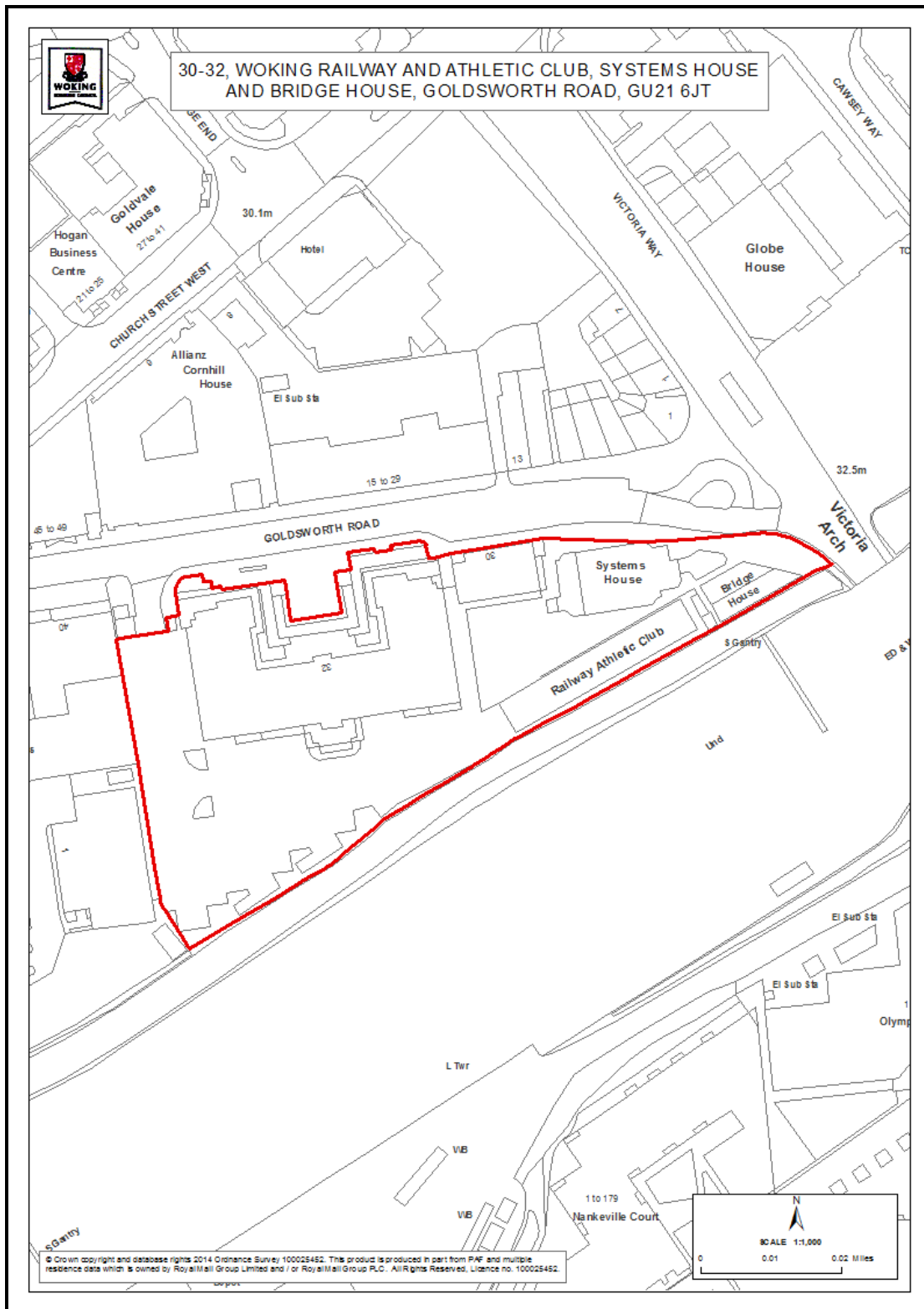
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA13

Site address: 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT





Policy UA13: 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT

This 0.72 ha site is allocated for mixed use to comprise of residential, office and retail development.

To achieve this, the development must address the following key requirements:

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA11, UA12 and UA14) and the Victoria Square Development;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- Relocation of the existing community floorspace should be sought;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation

measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to five storeys at Woking Fire Station/Greenwood House;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Design of development to have regard to this prominent position and vibrancy at ground floor level;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required

to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- The development should mitigate the impact of noise from the adjacent railway line to protect residential amenity;
- The development site will need to ensure it does not impede the future widening of Victoria Arch Tunnel at Victoria Way which is an allocated infrastructure development;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation likely;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located within Woking Town Centre. It is triangular in shape and is bounded by Goldsworth Road to the north and a railway embankment to the south. The existing site is made up of commercial floorspace, Woking Railway and Athletic Club, a retail unit at the corner of Victoria Way and a vacant bar/public house (30 Goldsworth Road). To the rear of the existing buildings are servicing areas and car parking.

Any mixed use development on the site will need to include high quality office floorspace to replace the existing as well as provide additional if viable. The principle for mixed use development has already been established on the site through the grant of planning permissions (PLAN/2007/1298 and PLAN/2008/1350).

The site is located between the proposed Victoria Square Development and the proposed Woking Fire Station on Goldsworth Road. Any development on the site would need to be designed to provide a transition between the building heights at either end.

The allocated site is within walking distance of Woking Railway Station, Woking Primary Shopping Area and several key services and facilities. It is also within the Woking Town Centre High Accessibility Zone and is considered a sustainable location for a high density mixed use development.

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds. It is anticipated that the site could yield at least 125 dwellings, 1500 sqm additional office floorspace (10,000 sqm gross) and retail floorspace.

There is in principle support to grant planning permission for a mixed use redevelopment of the site, subject to a S106 Agreement being agreed. This proposal would see permission of 560 dwellings.

Delivery arrangements:

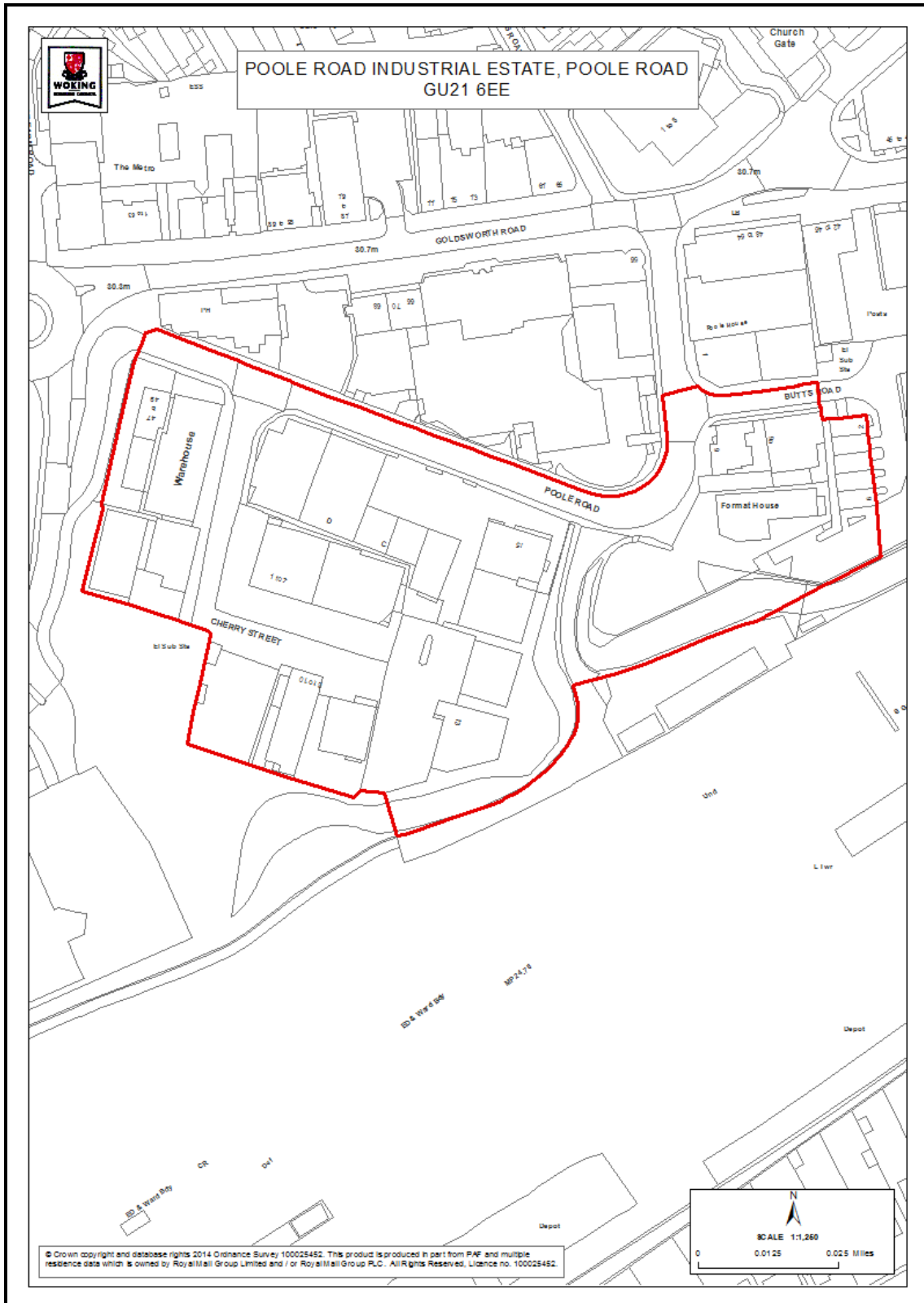
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership, some land assembly will be required;
- The majority of the site is currently not in operational use;
- Landowners have been contacted to determine the availability of site for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN027);
- Planning application PLAN/2016/0742;
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA14

Site address: Poole Road Industrial Estate, Woking, GU21 6EE





Policy UA14: Poole Road Industrial Estate, Woking, GU21 6EE

This 1.56 ha site is allocated for mixed use development to comprise of offices, warehousing and a new Energy Station.

To achieve this, the development must address the following key requirements:

- Development of individual parts of the site to complement others within the overall estate, to ensure effective integration of the development;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The corner of the site adjacent to the roundabout at Goldsworth Road forms part of

the gateway entrance to the Town Centre along Goldsworth Road. Any development at this corner should enhance the gateway and contribute to the sense of arrival into the Town Centre;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should mitigate the impact of noise from the adjacent railway line;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved and provide a new Energy Station (see the Climate Change SPD for guidance and contacts);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of the former Goldsworth Arms Public House (Proposal Site UA8);
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment

Agency. Investigation and remediation would be required;

- Due to the proximity to the road / railway line and any other adjacent noise generators, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is a designated employment area and made up of predominantly one and two storey commercial warehouse units. The existing units have high occupancy rates and any proposed development of the site would need to make provision for the relocation of the existing businesses or incorporate them into the new scheme.

Although the site is not within Woking Town Centre, it is in close proximity and therefore has excellent access to public transport, services and facilities. The site is therefore considered to be suitable for intensification of the employment use to provide for offices and warehousing.

The corner of the site located at the roundabout on Goldsworth Road forms part of the western approach into the Town Centre. Any development at this location should contribute towards enhancing this gateway and respect the scale of development located along Goldsworth Road.

The site comprises many smaller sites that together form the industrial estate. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important employment site. Some businesses may wish to relocate or achieve new premises through redevelopment within the estate.

The Climate Change SPD highlights the opportunity for and, if feasible, a new Energy Station to be provided in this vicinity, to facilitate expansion of the existing District Heating Network in the Town Centre (Combined Heat and Power).

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Fire Station site which has recently been completed.

It is anticipated that the site could yield an energy station and at least 49,000 sqm (gross) office and/or warehousing floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- This would be a joint council and developer-led scheme;
- Properties are in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.

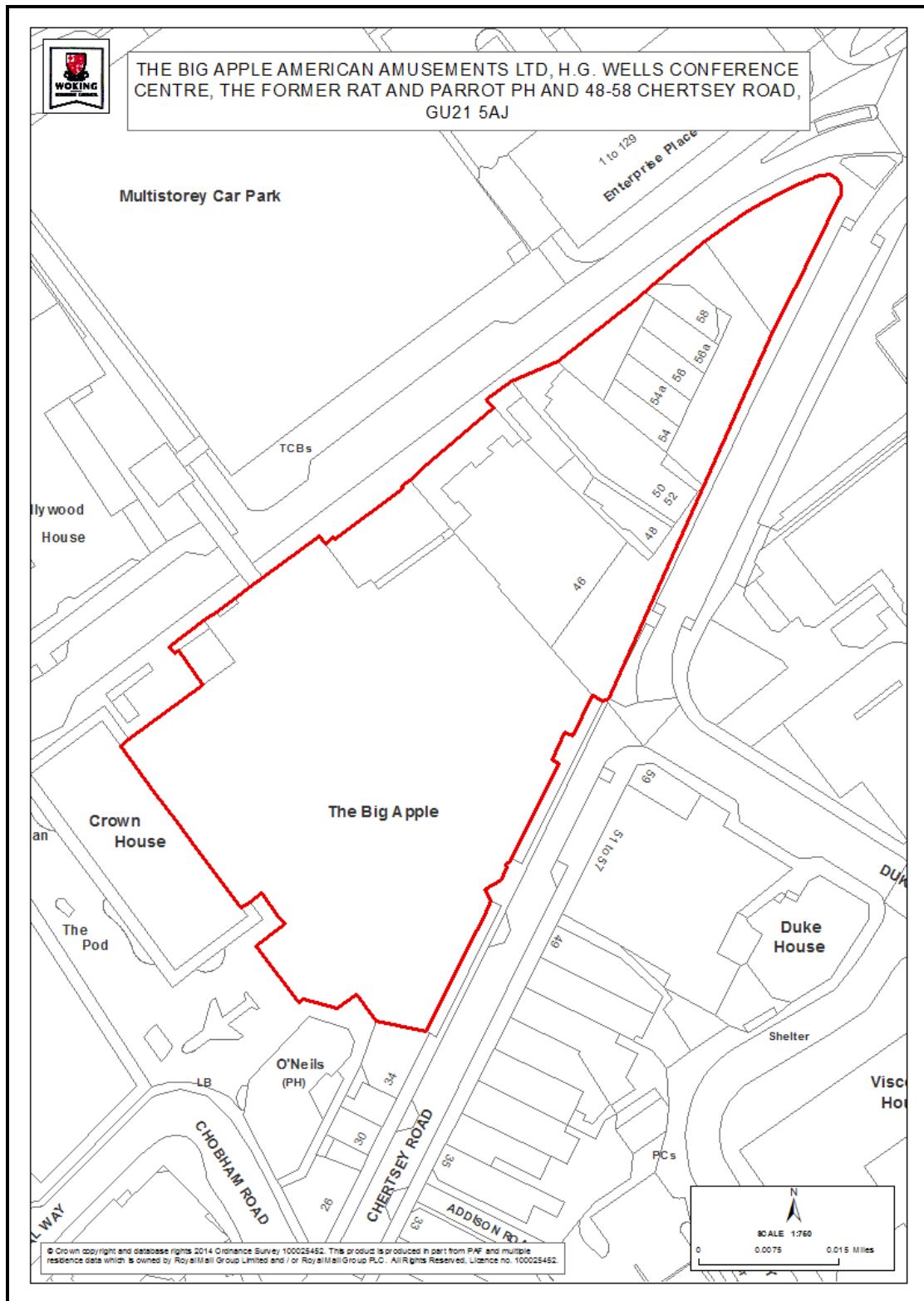
Key evidence base:

- Employment Land Review;
- Employment Topic Paper;

- Strategic Housing Land Availability Assessment;
- Core Strategy examination note WBC17A;
- Sustainability Appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Climate Change SPD;
- Character Study.

Proposal reference: UA15

Site address: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ





Policy UA15: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ

This 0.69 ha site is allocated for a mixed use scheme to comprise community, leisure, offices, retail and residential including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Re-provision of the existing conference facility is a prerequisite of redevelopment of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety. Parking could be underground or extension of the adjoining multi-storey;

- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development should protect and enhance the character of the adjacent Town Centre Conservation Area, its setting and nearby locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Limited investigation required dependent upon the sensitivity of the proposed use(s);
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is within the Town Centre close to the station and so accessibility to public transport and key services (schools, GP surgeries) by bike and foot is excellent. It is also within the Woking Town Centre Primary Shopping Area and Secondary Shopping Frontage.

The site is currently a collection of buildings including entertainment arcade (The Big Apple) retail (Chertsey Road) and HG Wells Conference Centre within the Town Centre. It comprises a mixture of buildings, from bulky buildings to smaller two storey units. Some are vacant including the former Rat and Parrot Public House. Potential exists for a mixed use redevelopment scheme including leisure, offices, retail and residential.

Redevelopment of the site offers the opportunity to upgrade this currently underutilised area. The site is adjacent to the Town Centre Conservation Area and locally listed buildings (O'Neill's, Chobham Road and 35 - 41 Chertsey Road) therefore the design should respect and enhance the historic environment.

It may be possible to re-provide the existing conference facility at HG Wells to serve the hotel permitted within the Victoria Square Development however it is too early to confirm this at this time.

The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important Town Centre site.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

It is anticipated that the site could yield at least 67 dwellings, leisure and community facilities. Any existing office floorspace within the site would also need to be re-provided as part of any proposed scheme. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

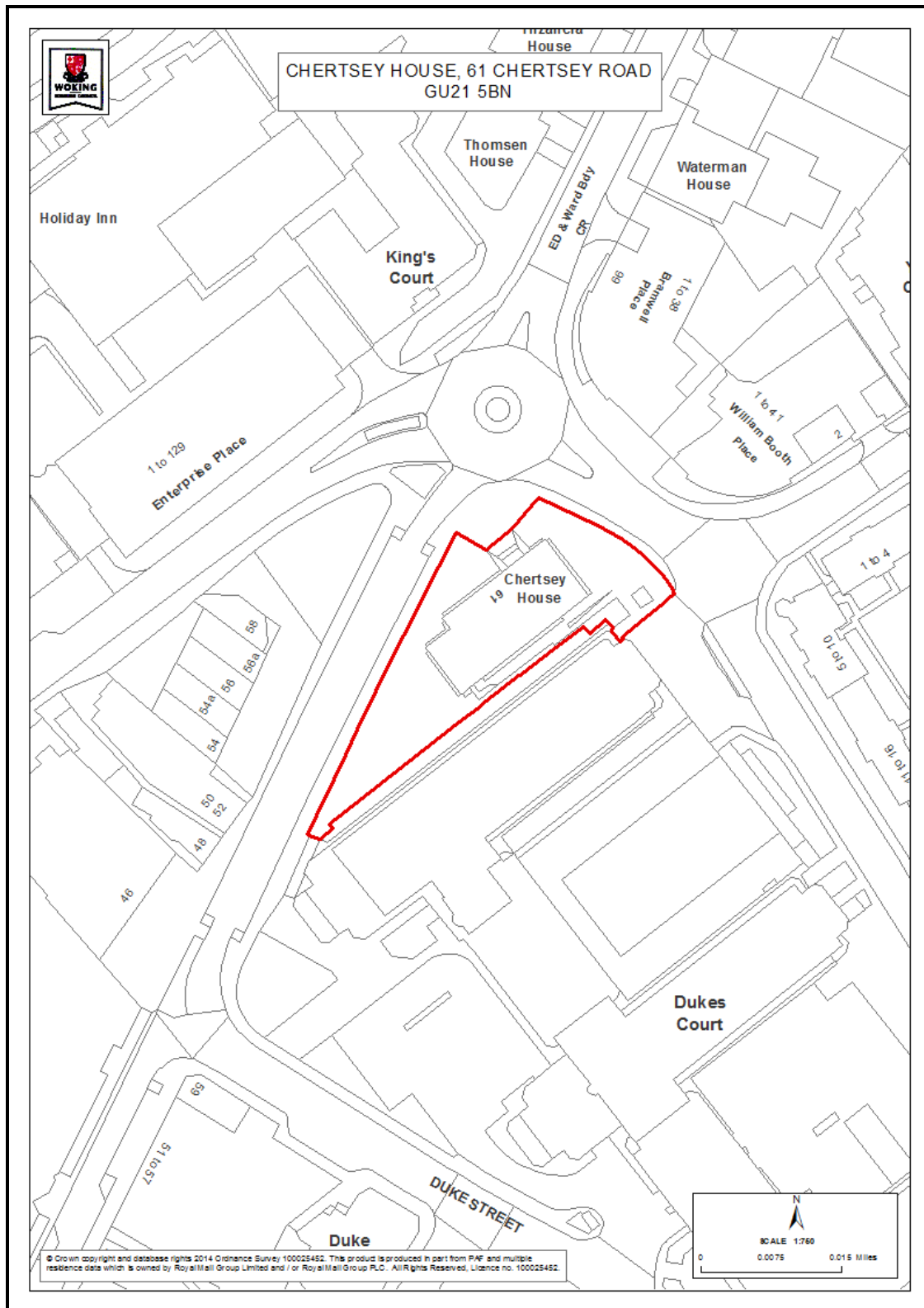
- It is expected that the site would come forward for development during the Plan period;
- This would be as a developer-led scheme;
- Properties are in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area;
- There is potential for the site to also include Crown House;
- 48 and 50/52 Chertsey Road known to be available;
- Some of the units are vacant and have been for some time;
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN030);
- Core Strategy examination note WBC17A;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA16

Site address: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN





Policy UA16: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN

This 0.12 ha site is allocated for office development.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm, including cycle parking facilities;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses in the area may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be necessary, which might lead to a need for remediation, dependent upon the development uses and building design;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. The site falls within Woking Town Centre High Accessibility Zone. The existing building is a two storey office building, located on a prominent corner.

Planning permission was granted in 2001 (PLAN/2001/0724) to increase the size of the building by two storeys but this has not been implemented and the permission has now expired.

There is opportunity to extend the building to intensify the office use in this gateway location.

It is anticipated that the site could yield 740 sqm additional office floorspace (1000 sqm gross).

Delivery arrangements:

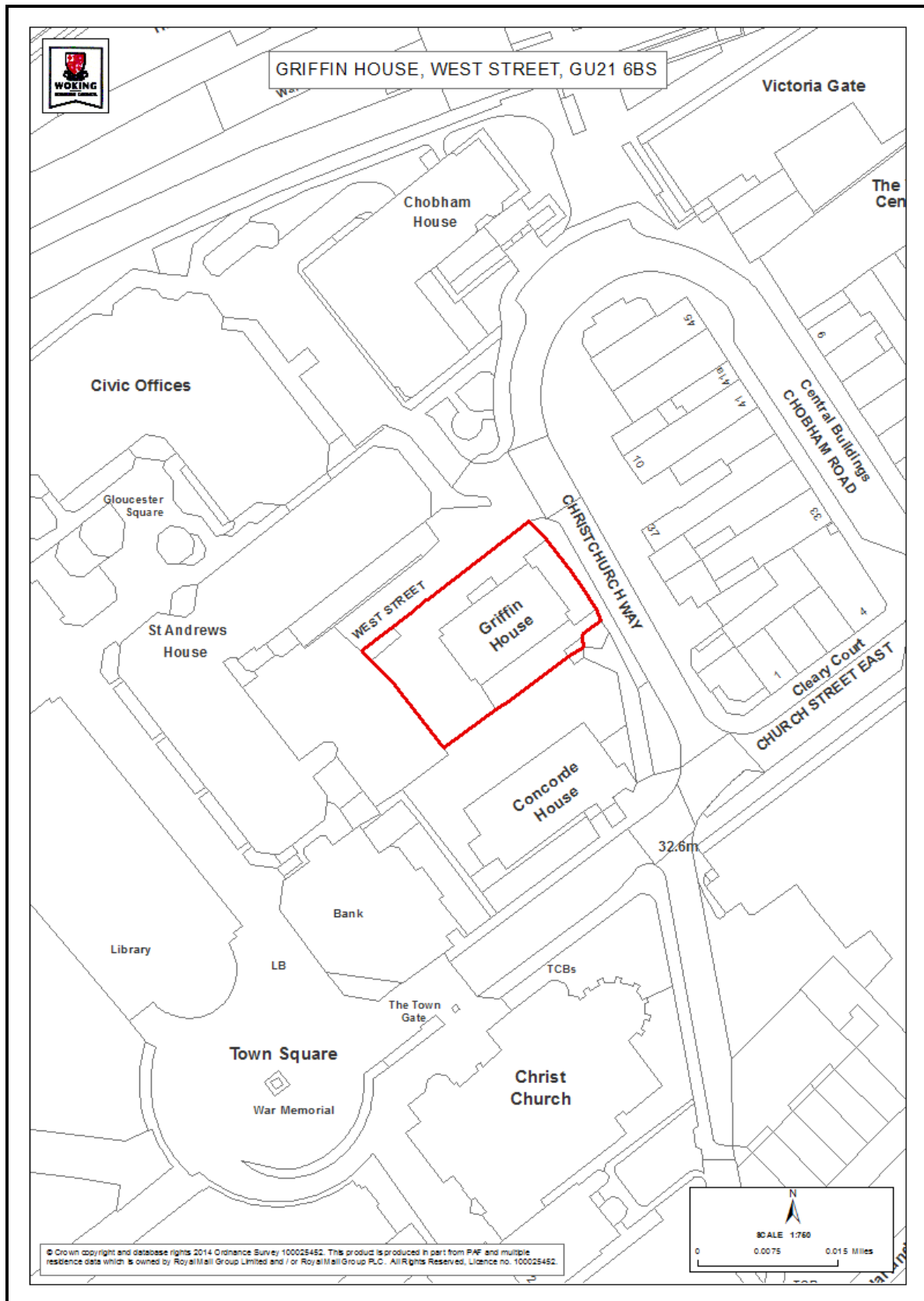
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA17

Site address: Griffin House, West Street, Woking, GU21 6BS





Policy UA17: Griffin House, West Street, Woking, GU21 6BS

This 0.08 ha site is allocated for office development.

To achieve this, the development must address the following key requirements:

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site’s sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of adjacent Concord House (see Proposal Site UA18);
- Design of development to have regard to Grade II listed building and its setting;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is in a sustainable location within the Town Centre. The existing office building is a four storey brick building with parking to the rear. The offices are in use and are considered to be good quality. However the site is low density in comparison to the surrounding offices in this location. There is potential to intensify the office use on this site.

It is anticipated that the site could yield at least 1000 sqm office floorspace (1700 sqm gross) and could come forward for development alongside Proposal Site UA18 as part of a comprehensive redevelopment. Due to the close proximity of Christ Church (Grade II Listed), any development must have regard to the heritage asset and its setting.

Delivery arrangements:

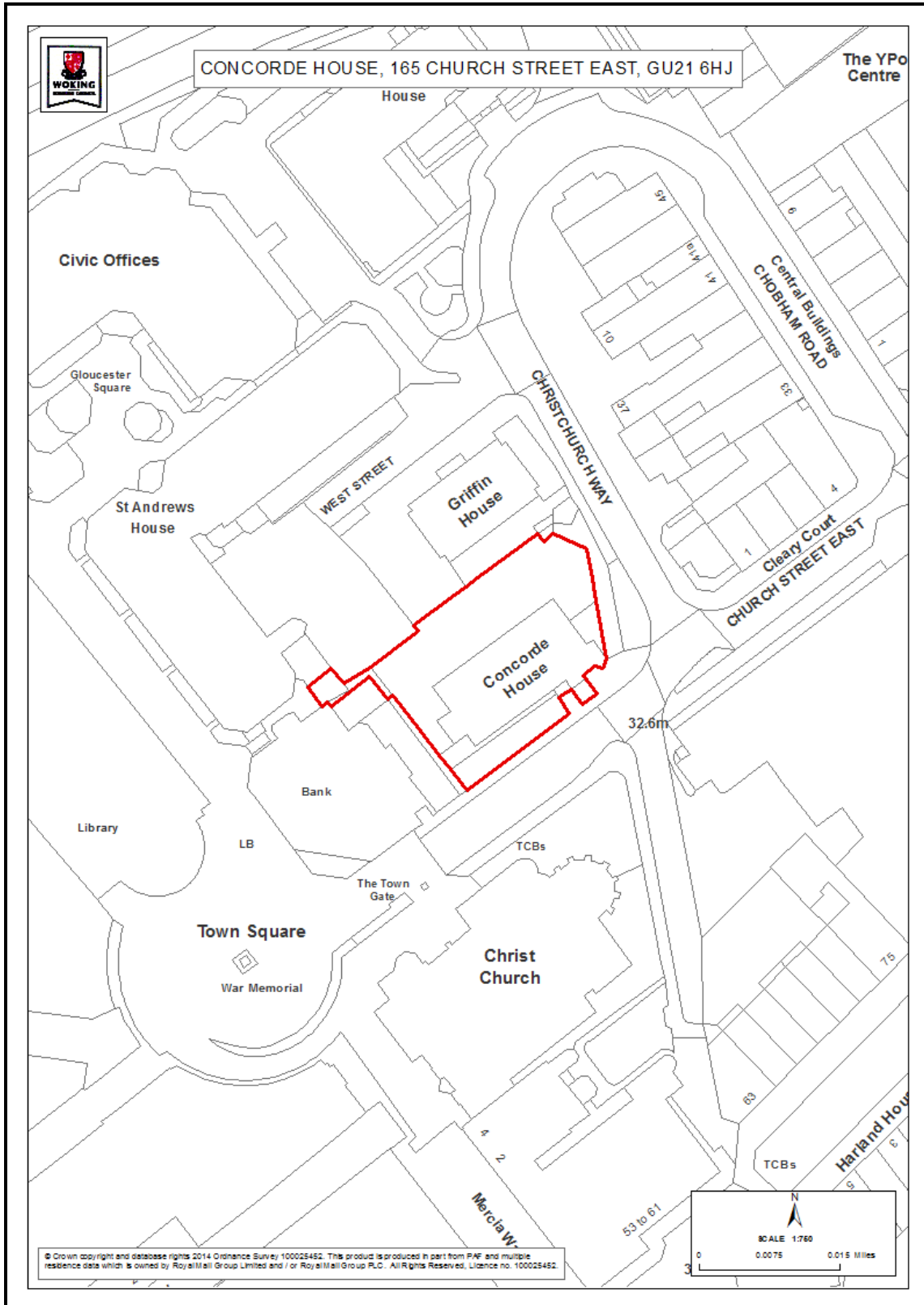
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA18

Site address: Concord House, 165 Church Street East, Woking, GU21 6HJ





Policy UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ

This 0.1 ha site is allocated for office development.

To achieve this, the development must address the following key requirements:

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution,

wind and visual impacts have been addressed;

- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Opportunity for the development design to address this corner location;
- The site could come forward for development as part of any future development of adjacent Griffin House (see Proposal Site UA17);
- Design of development to have regard to the adjacent Grade II listed building;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is in a sustainable location within the Town Centre. The building is a four storey office building, currently in use. These are good quality offices however they are low density. There is opportunity to intensify the current office use. The site lies opposite Christ Church, a Grade II listed building, and therefore the site would require careful design.

It is anticipated that the site could yield at least 800 sqm office floorspace (1800 sqm gross) and could come forward for development alongside Proposal Site UA17 as part of a comprehensive redevelopment.

Delivery arrangements:

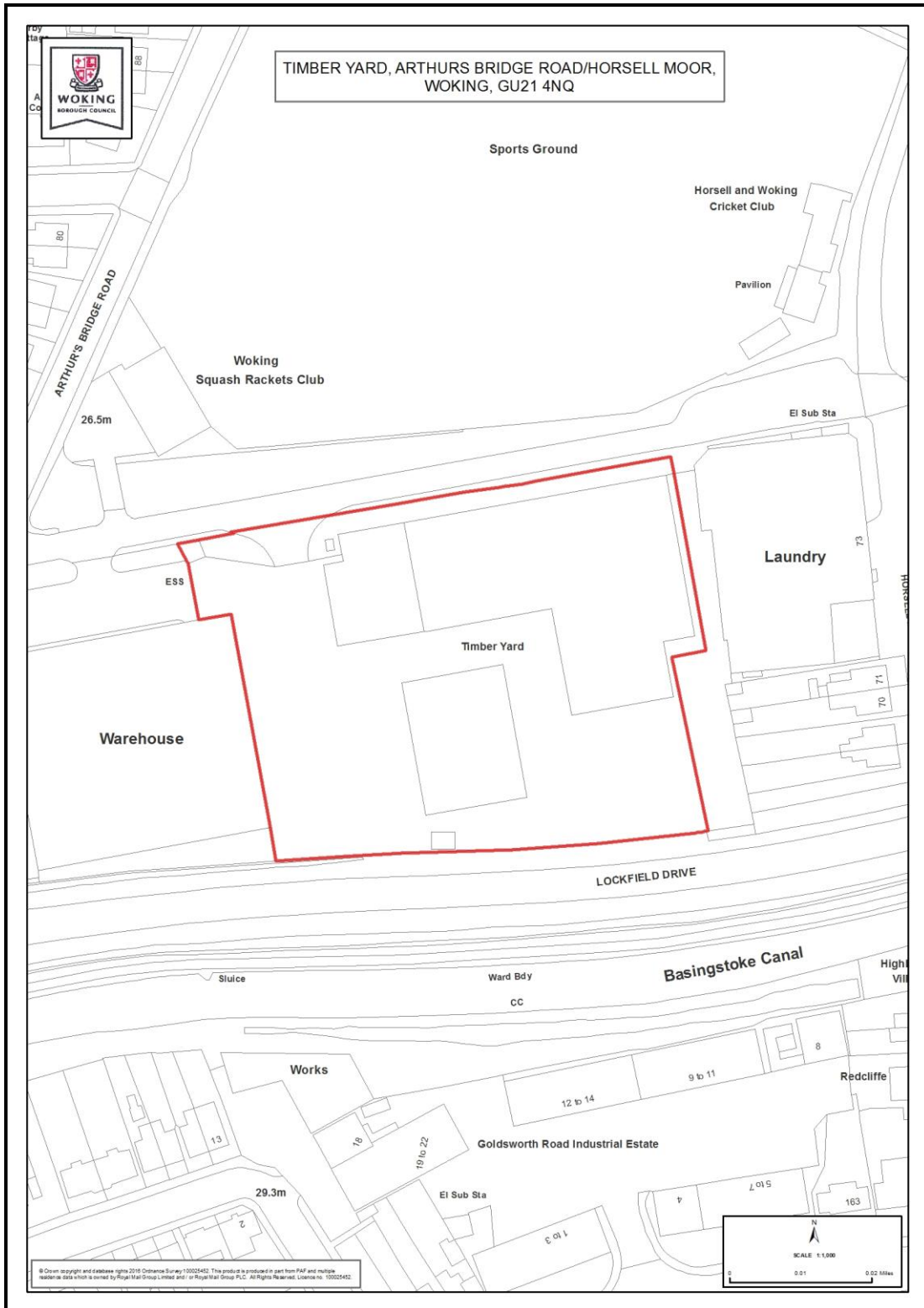
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA19

Site address: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ





Policy UA19: Timber Yard, Arthurs Bridge Road/Horsell Moor, Woking, GU21 4NQ

This 0.83 ha site is allocated for residential development, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties (particularly adjacent 68-71

Horsell Moor), provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;

- Suitable levels of private amenity space should be provided for residential housing units;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Design to sensitively address this prominent site; development must provide well-designed frontages to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development must carefully consider the adjacent Conservation Area and Basingstoke Canal to ensure there is no significant adverse impacts on the heritage and biodiversity assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

The site is close to the Town Centre and so accessibility to public transport and key services (e.g. schools, GP surgeries) by bike and foot is excellent/ good.

The site is considered to be in a suitable location for residential development and may achieve the removal of a non-conforming use in a residential area.

It is anticipated that the site could yield at least 67 dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward for development during the Plan period, subject to relocation of the existing employment use to an alternative location;
- The landowner has been contacted.

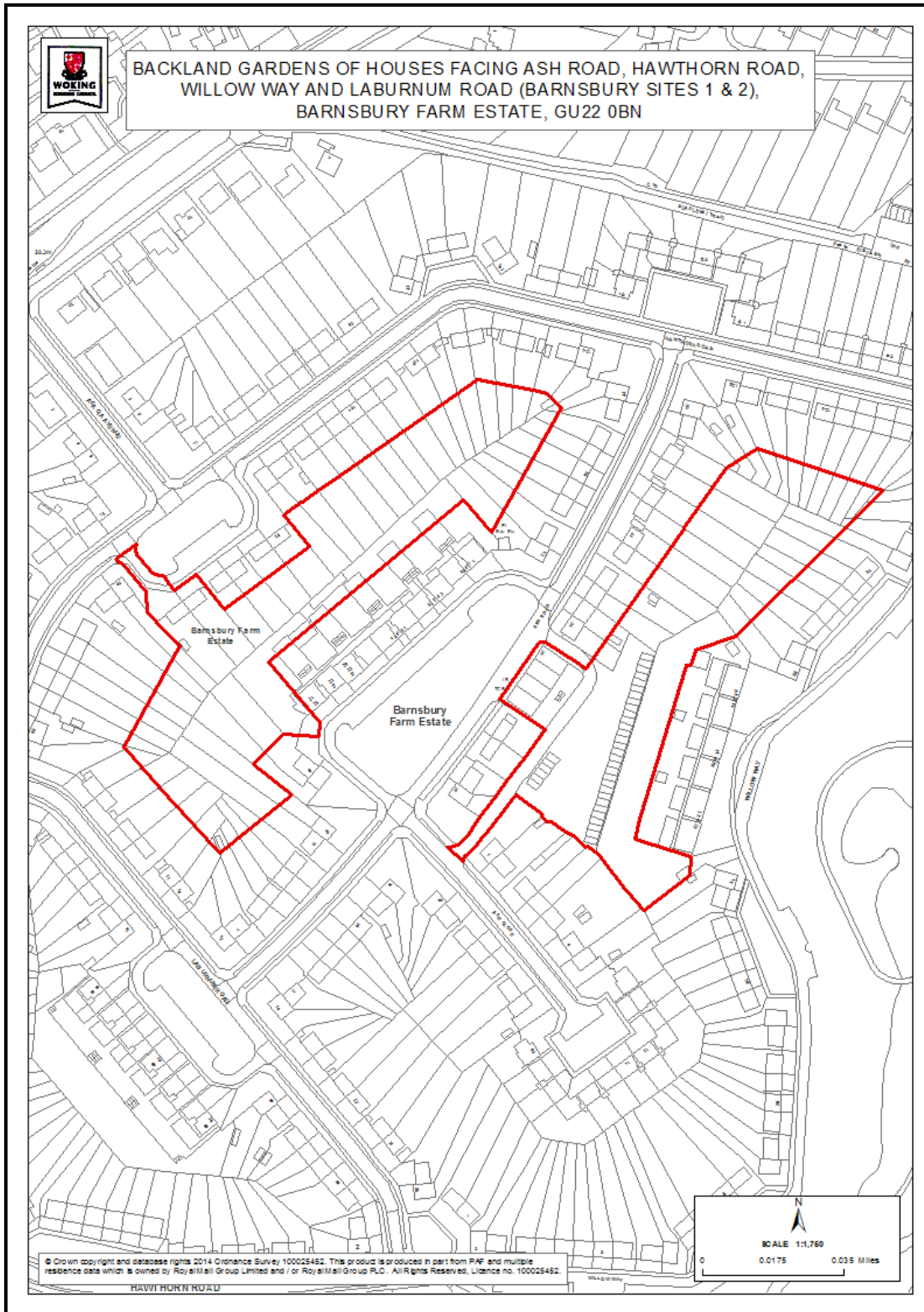
Key evidence base:

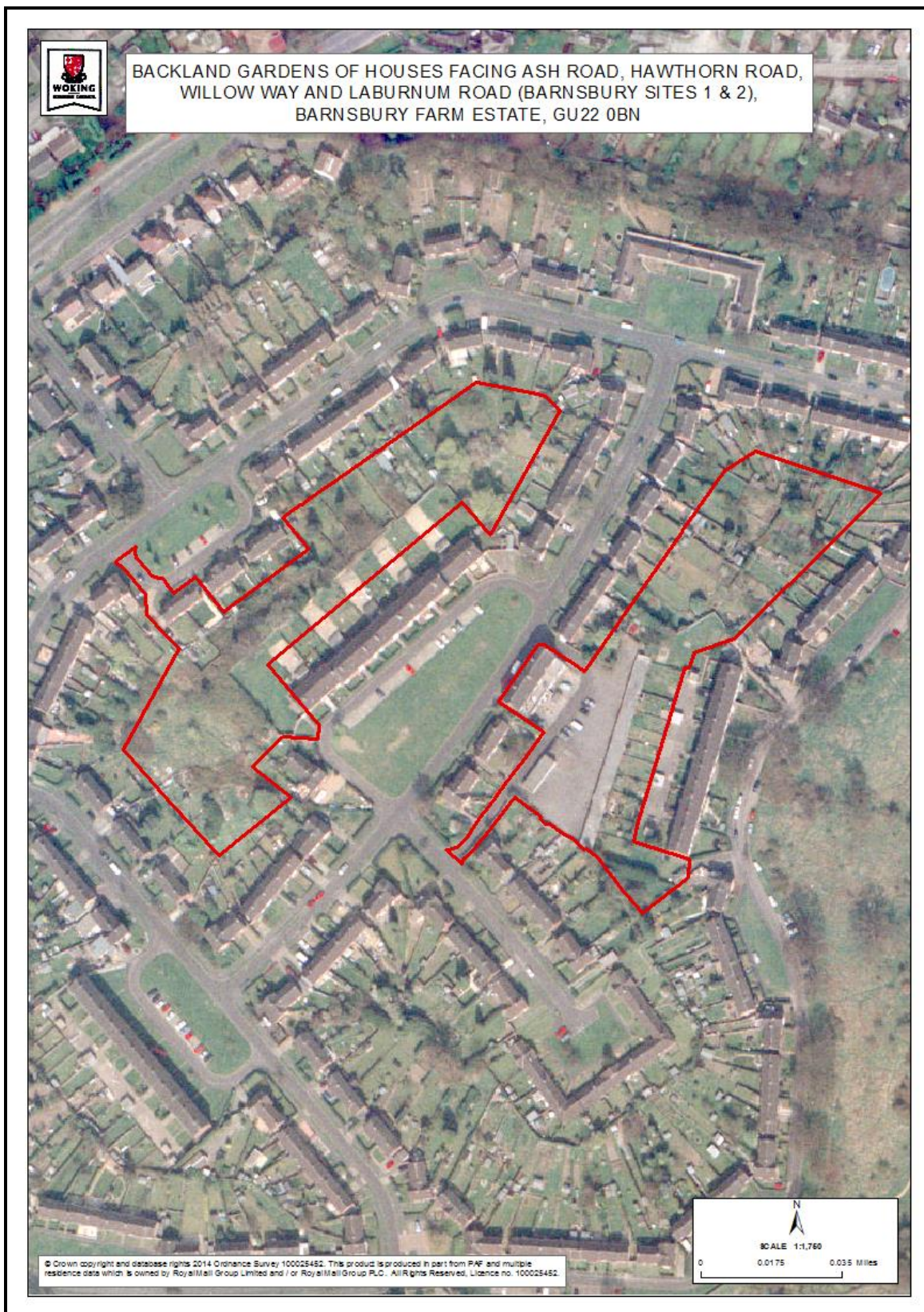
- Strategic Housing Land Availability Assessment (SHLAHOR001);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;

- Parking Standards SPD;
- Character Study.

Proposal reference: UA20

Site address: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN





Policy UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN

This 1.9 ha site, which comprises of 1.1 ha. 'Barnsbury 1' and 0.8 ha. 'Barnsbury 2', is allocated for residential development including Affordable Housing.

To achieve this, the development must address the following key requirements:

- The site could come forward for development as part of any future development of the other Barnsbury Estate site (see Proposal Site UA21);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Suitable for low density family housing. Potential to include community facility and retail units on site to serve residential development and replace existing if part of the development;
- Major highways improvements are likely to be required;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;

- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk Assessment and suitable scheme design to address flood risk, in line with Policy CS9;
- A Transport Statement may be required to assess likely transport impacts;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

The sites have previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0386 and PLAN/2006/0387).

The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.

The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good.

It is anticipated that the two sites could yield a total of 55 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward for development over the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council’s original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

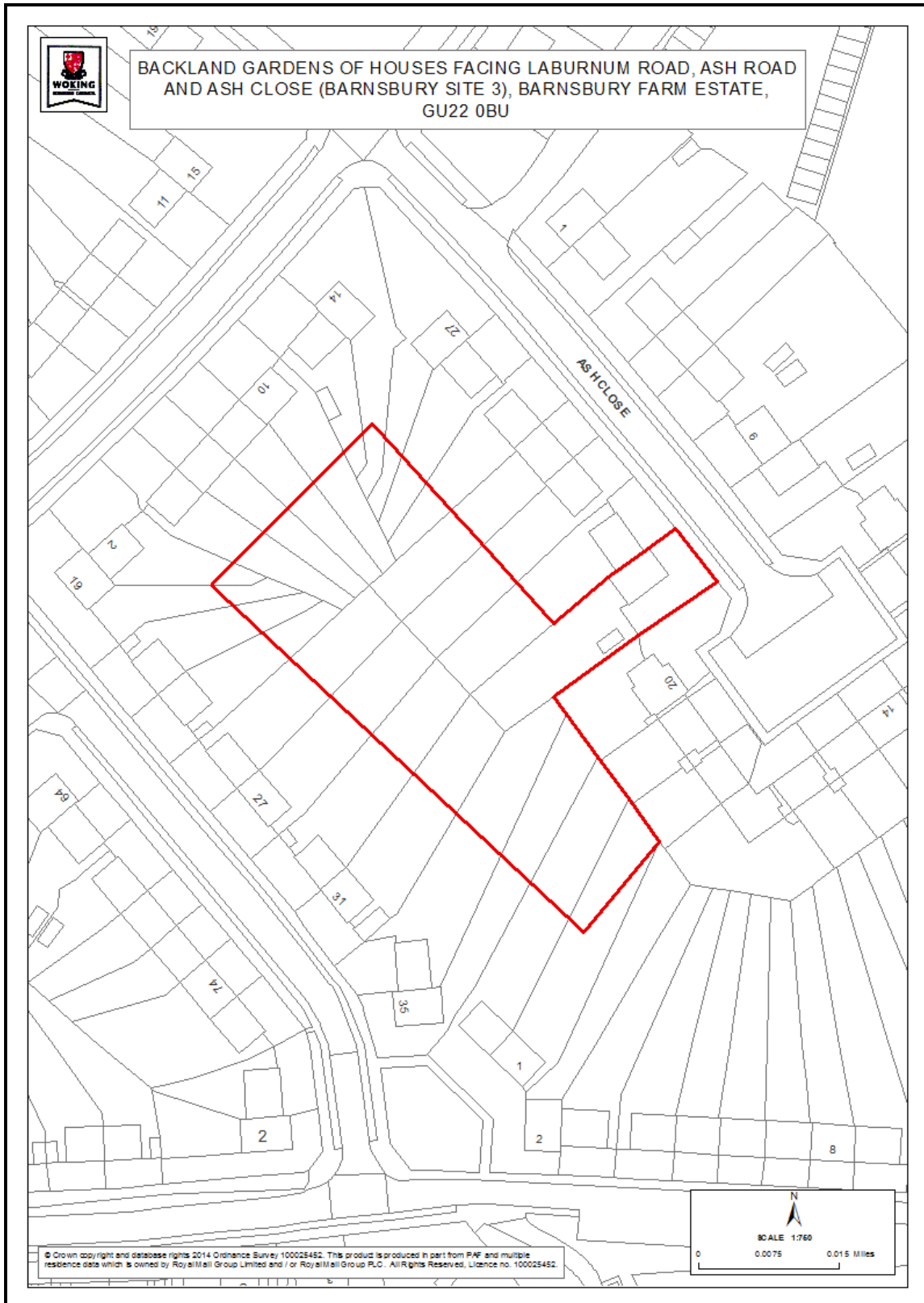
Key evidence base:

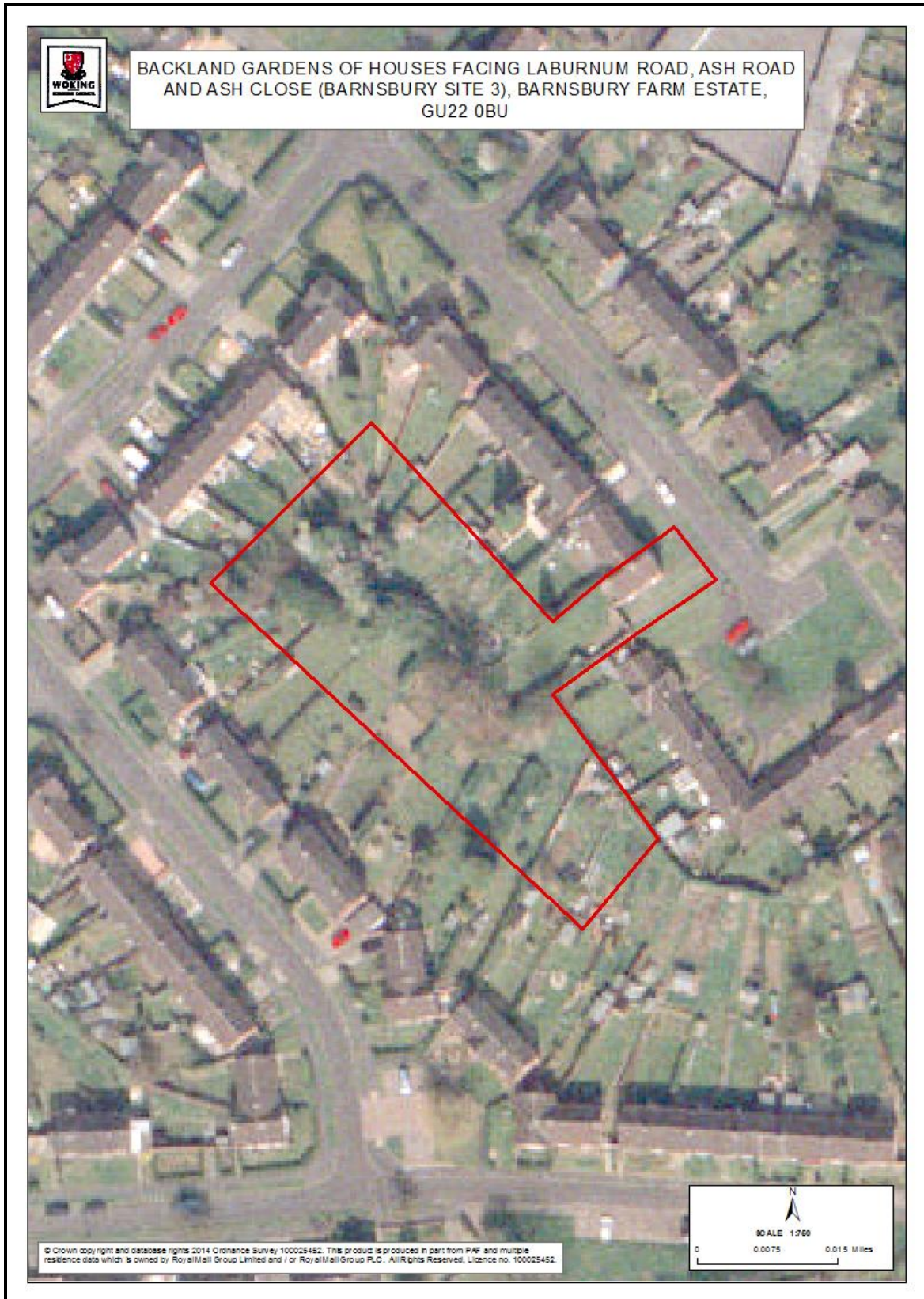
- Strategic Housing Land Availability Assessment (SHLAAHEA009 and SHLAAHEA010);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;

- Character Study;
- Planning application (PLAN/2006/0386 and PLAN/2006/0387)

Proposal reference: UA21

Site address: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury Farm Estate, GU22 0BU





Policy UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU

This 0.30 ha site is allocated for residential development, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA20);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- An effective access arrangement to ensure highway safety;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good. The

site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.

The site has previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0388).

It is anticipated that the site could yield of up to 12 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

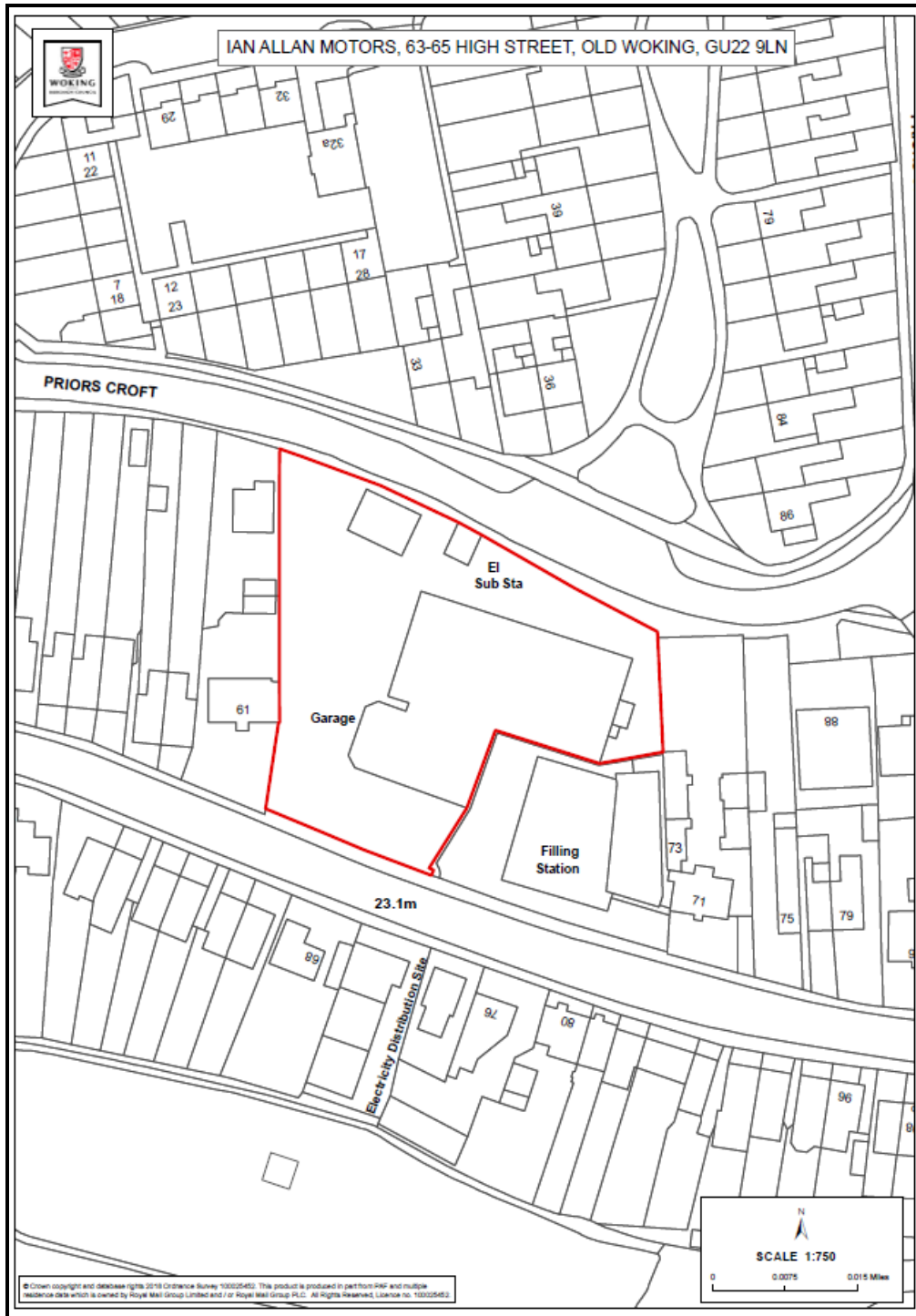
- It is expected that the site would come forward for development during the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHEA011);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning application (PLAN/2006/0388).

Proposal reference: UA22

Site address: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN





Policy UA22: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN

This 0.28 ha site is allocated for residential development, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- A site specific Flood Risk Assessment should be submitted in accordance with the NPPF and Policy CS9: Flooding and Water Management of the Core Strategy. This should include evidence that the footprint of development would lie wholly within Flood Zone 1 and that flood risk to the development and adjacent development would be reduced.
- An Archaeological Assessment would be required to consider the potential impacts of any development proposal on the Area of High Archaeological Potential.
- A Heritage Assessment would be required to demonstrate how design of the development would avoid adverse impacts on the setting of nearby heritage assets.
- Appropriate and adequate provision of car and cycle parking in accordance with the

adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Design of the scheme to seek to design out crime and reduce the fear of crime, for example by designing in natural surveillance;
- Suitable levels of private amenity space should be provided for residential housing units;
- The scale and footprints of the development should protect and enhance the general character, grain, amenity and appearance of surrounding streets;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- A Noise Impact Assessment will be required to consider sources of noise, including from operation of the adjacent petrol station, and put forward appropriate mitigation measures.
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification:

The site is a former car sales showroom, comprising two existing buildings and an area of hardstanding. The site has been vacant since January 2017, and was subject to an outline planning application (PLAN/2017/0153) for the redevelopment of the site to provide 24 new residential units. Permission was granted, subject to a legal agreement. On this basis, the site is considered available for redevelopment

Although redevelopment of the site would result in the loss of commercial premises, it is recognised that the site is not designated as an Employment Area, does not contain any B class uses and has not been identified as an employment site for redevelopment and intensification for delivery of employment floorspace in the Employment Land Review. On this basis, residential redevelopment of the site would not conflict with Core Strategy Policy CS15 – Sustainable Economic Development.

Although portions of the site are within Flood Zone 2 and 3, it is considered based on the proposals pursuant to PLAN/2017/0153 that all floorspace can be accommodated within Flood Zone 1, and that in such circumstances no loss of flood water storage capacity would occur.

In addition, the site is considered to occupy a sustainable location with good proximity to local services and facilities, and sustainable modes of transport. It is therefore considered a suitable site to support the delivery of Core Strategy Policy CS10: Housing Provision and Distribution.

It is anticipated that the site could yield 24 net additional dwellings.

Delivery arrangements:

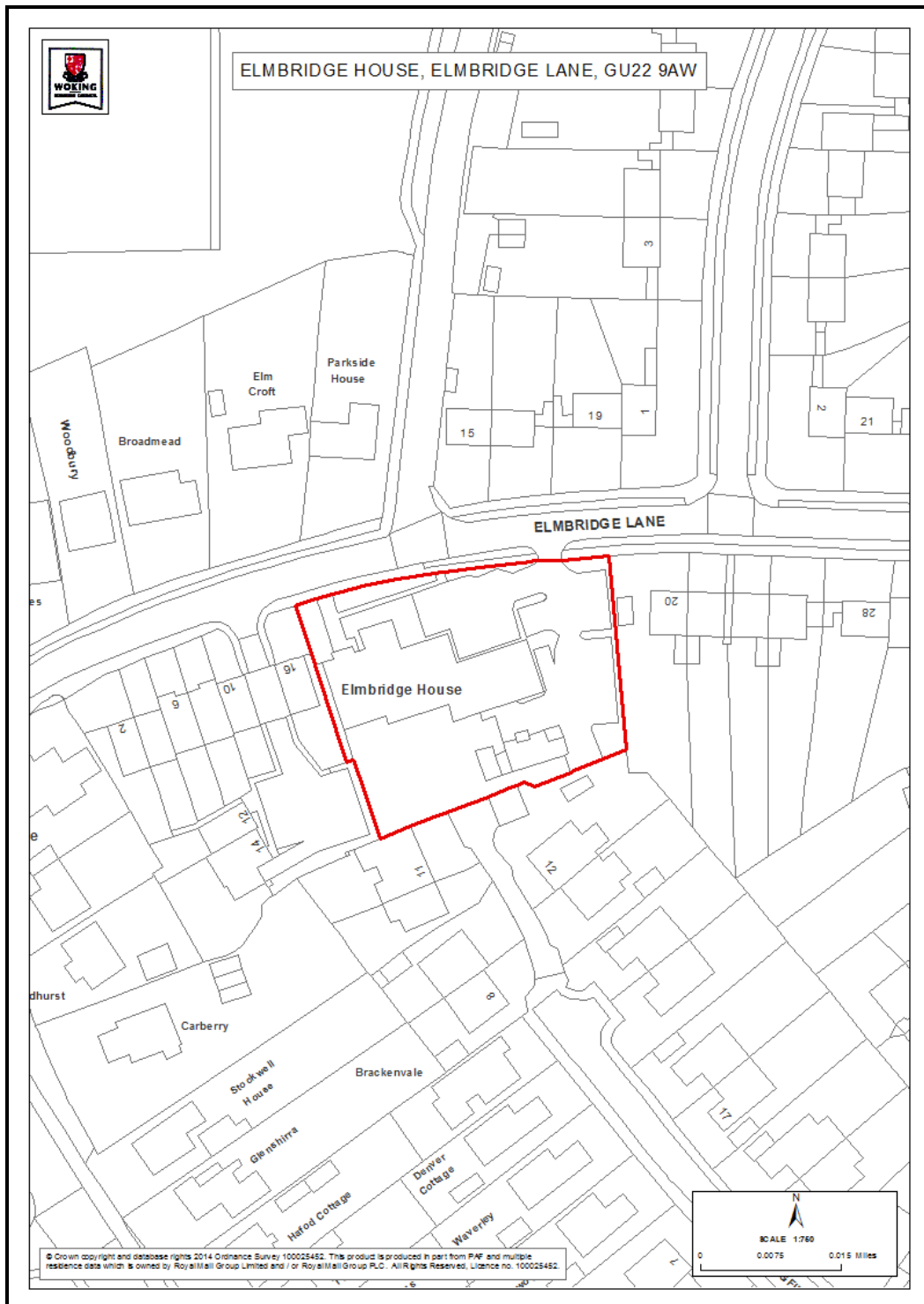
- The site is expected to come forward for development over the Plan period;
- The site has extant outline planning permission for residential redevelopment

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE015);
- Sustainability Appraisal;
- County Highway Authority Transport Assessment;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD
- Character Study;
- Planning application (PLAN/2017/0153)

Proposal reference: UA23

Site address: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW





Policy UA23: Elmbriidge House, Elmbriidge Lane, Kingfield, GU22 9AW

This 0.19 ha site is allocated for residential including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- The design of the development needs to provide a response to the predominantly low-rise properties on Elmbriidge Lane;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;

- A development scheme should consider local views of the development;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential housing units;
- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Improvements to the existing highway and site access may be required;
- Servicing areas should be accommodated within the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site has excellent accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also excellent.

The site has planning permission for residential development (PLAN/2011/0255).

There is a current application for a Certificate of Lawful Existing Use to establish whether permission PLAN/2008/0630 for the demolition of existing office block and erection of 6 x

four bedroom houses and 4 x three bedroom houses with associated parking and landscaping had been implemented before the expiry date of 16.08.2014 and is lawful.

It is anticipated that the site will yield at least 10 dwellings. This indicative capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

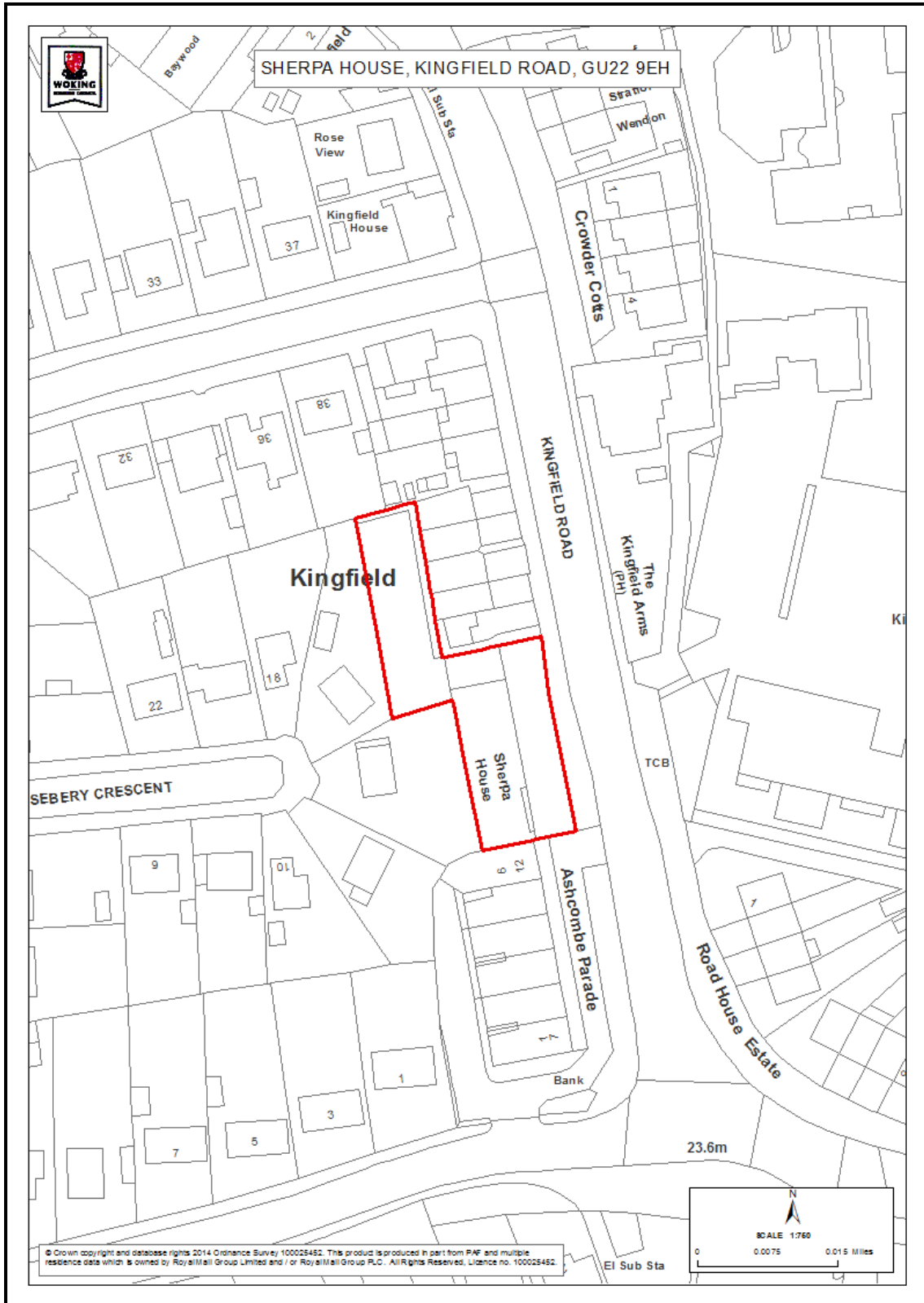
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE004);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD;
- Character Study;
- Certificate of Lawfulness application PLAN/2014/0880;
- Planning permission PLAN/2008/0630.

Proposal reference: UA24

Site address: Sherpa House, Kingfield Road, GU22 9EH





Policy UA24: Sherpa House, Kingfield Road, Kingfield, GU22 9EH

This 0.06 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and retail.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The development should make improvements to the quality of the public realm;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should ensure ample separation distances and be designed to avoid

overlooking to neighbouring properties to the rear;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street, by retaining retail use at ground floor;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character.
- Suitable levels of private amenity space should be provided for residential housing units;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The storage of waste and recyclable materials as well as servicing areas should be incorporated into the design of the building;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within the Westfield Neighbourhood Centre and has excellent accessibility to Woking Town Centre (0-10 minutes) and other local services and facilities. The site is currently vacant, one and two storey retail premises with some auxiliary commercial floorspace and car parking.

The adjacent properties are two storeys to the north and three storeys to south. They all comprise of retail ground floor use with residential accommodation above. The site is set back from the street and some car parking and improvements to the public realm could be incorporated into any proposed development. The site backs onto two storey residential

houses and is in close proximity to the existing building. The site is considered suitable for a mixed use redevelopment comprising of retail uses on the ground floor with residential above.

It is anticipated that the site will yield 10 dwellings plus ground floor retail floorspace. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

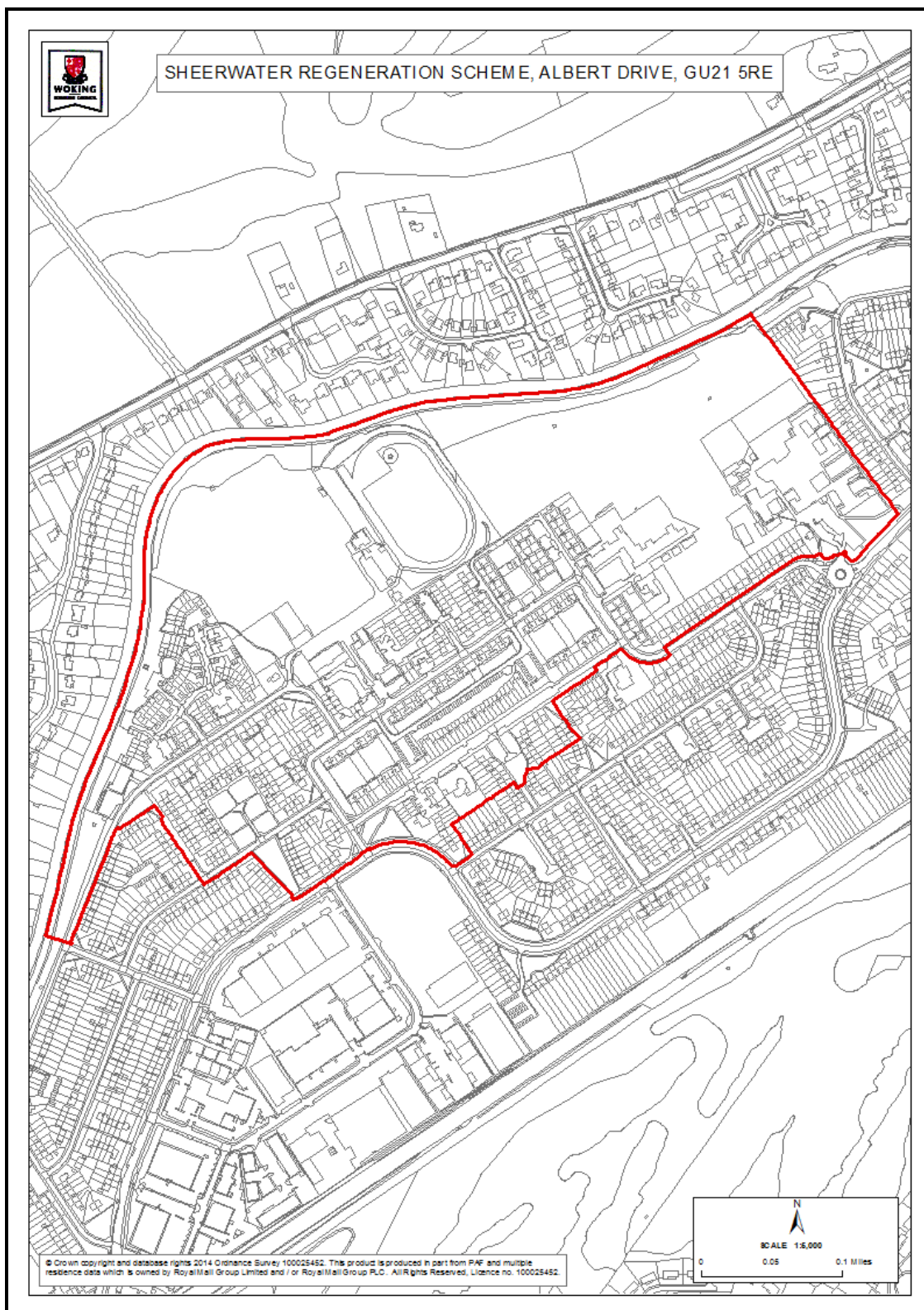
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE019);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD;
- Character Study

Proposal reference: UA25

Site address: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE







Policy UA25: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE

This 33 ha site is allocated for regeneration through redevelopment of the site to provide residential including a significant proportion of family homes, and Affordable Housing, community, retail, open space and leisure and recreational facilities.

To achieve this, the development must address the following key requirements:

- A masterplan approach will be required. This site should be comprehensively masterplanned due to its size, the complex nature of the development and to ensure an efficient, high quality development that integrates well with surrounding neighbourhoods. This will be a pre-requisite to the development of this site;
- A phasing strategy will need to be established to ensure existing Council tenants are re-housed before works take place and to deliver the required community facilities in line with the proposed residential development;
- Development proposals should promote a sense of place and help transform the image and identity of Sheerwater;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development will be expected to result in no net loss of affordable housing on site. Any proposed housing mix should reflect the specific need for family accommodation

(two or more bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;

- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Enhancement of public open space to make it more accessible to the existing and proposed residents. The open space should also be accessible to residents living outside of the regeneration area. The high quality of open space and play facilities will need to be considered to comply with Core Strategy Policy CS17; any loss of open space should be justified;
- Retention of the Athletics Track or its relocation to an accessible location within the Borough to allow effective public use. Any relocation should be a pre-requisite to the development of the site. There should be a continuous provision of this facility whether it is retained on site or relocated;
- The existing playing fields within the site should be retained or relocated to allow effective public use. Where there is a loss of playing fields, there must be alternative sports and recreational provision provided;
- Improved club facilities for Sheerwater Football Club;
- Encourage the re-use of existing buildings where possible;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Development must carefully consider the Basingstoke Canal Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site. Highway improvements may be required into and through the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved connectivity to open space and existing foot and cycle networks;
- Detailed surveys and studies to establish, and mitigation measures to protect, existing habitats;
- Public transport improvements to increase accessibility in and around the Sheerwater area;
- Servicing areas should be accommodated within each site;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Due to the existing high voltage power lines and pylons, proposals should refer to the National Grid 'Sense of Place' guidelines for development near high voltage overhead lines;
- Development proposals in Flood Zones 2 are required to be accompanied by a Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation from all sources of flooding (Policy CS9 – Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to reduce the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);

- Providing employment and training opportunities for local residents;
- Tackle social exclusion through improved community facilities;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Suitable levels of private amenity space should be provided for residential units;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The retail choice on offer within the proposed Sheerwater Neighbourhood Centre should meet the needs of local people and provide sufficient car and cycle parking to increase trade, protect local businesses and provide a complementary retail offer to the Asda supermarket on Albert Drive;
- The site has the potential to increase local permeability and a clear internal street network should be delivered including increasing pedestrian and cycle accessibility to the Canal towpath for health and recreational benefits;
- Community facilities should be provided on the site to meet local demand and comply with the Core Strategy;
- Development should include mitigation measures for noise, light and water pollution, particularly alongside the Basingstoke Canal Conservation Area and SSSI. Relevant environmental bodies should be consulted including Natural England;
- Potential for contamination arising from historic or existing use to be advised;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: Core Strategy Policy CS5 designates Maybury, Sheerwater and Lakeview Estate Goldsworth Park as Priority Places due to the pockets of deprivation that currently exist in these areas.

The areas around Devonshire Avenue and Dartmouth Avenue in Sheerwater are identified as being within the 20% most deprived areas nationally, and the third most deprived area in the county (Indices of Multiple Deprivation). It is also ranked as the most deprived area in the county for health deprivation and disability and employment deprivation, and ranked fourth in the county for education, skills and training levels.

In addition, site area contains poor quality and out dated housing stock that fails to meet the needs of the local community, which requires more family accommodation (two or more bedrooms).

A comprehensive redevelopment scheme for the site is currently being prepared. A planning application was submitted in 2016. A revised application for later phases of the scheme was submitted early in 2018 and is currently under consideration.

Improvements to the Devonshire Avenue/Albert Drive road junction and associated walking and cycle facilities are identified in the Local Transport Strategy for Woking and in the Community Infrastructure Levy 'Regulation 123' (infrastructure) list.

It is anticipated that a high density mixed use development of the site could yield 376 net additional dwellings, retail, leisure and community floorspace over the plan period.

Delivery arrangements:

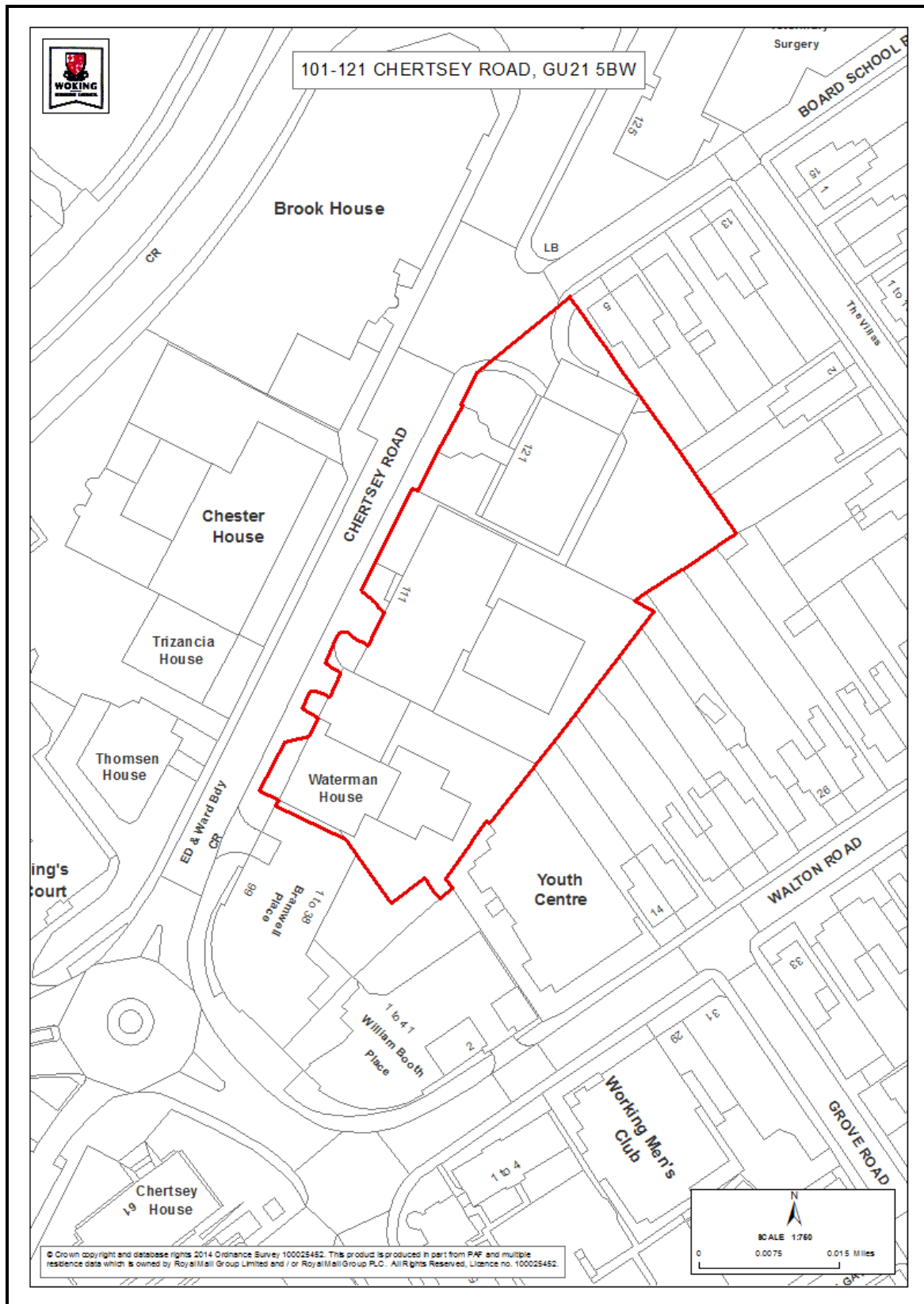
- The site is within multiple land ownership. The Council is the majority land owner and will coordinate assembly of the remaining component parts;
- A phased development likely to take place due to the complex nature of the site. It is expected that the site would come forward for development during the Plan period;
- The Council has taken an active interest in this site to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN026);
- Planning permission (PLAN/2015/1260);
- Community Infrastructure Levy Regulation 123 list;
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- New Vision Homes community engagement;
- Sheerwater Community action plan;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD.

Proposal reference: UA26

Site address: 101-121 Chertsey Road, Woking, GU21 5BW





Policy UA26: 101-121 Chertsey Road, Woking, GU21 5BW

This 0.39 ha site is allocated for mixed use residential including Affordable Housing and office development (re-provision of existing floorspace).

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- No net loss of office floorspace;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider town centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care required in terms of the development's relationship with properties behind in Walton Road;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should consider local and long distance views of the development. The development will need to carefully consider the transition in building heights from the residential properties at Board School Road to the Town Centre schemes near the junction with Church Street East;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Servicing areas should be accommodated within the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed

drainage strategy should be undertaken;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA31);
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises of three office (B1a) premises, of which 121 Chertsey Road is vacant and derelict. The site falls within the Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone.

Due to its location, the site is well served by a regular bus service as well as within walking and cycling distance of Woking Railway Station and many key local services. Due to the various land uses on Chertsey Road, including residential, retail and commercial, and its excellent accessibility to the Town Centre, the site has been allocated for a mixed use development containing office and residential flats.

121 Chertsey Road was granted planning permission in 2010 for the erection of a part three and part six storey office building (PLAN/2010/0749). The development was not implemented at the time. A similar scheme was granted planning permission in 2015 (PLAN/2014/1196). There is an application (PLAN/2017/0559) for a C2/C3 scheme for the site which is currently being determined.

Waterman House (101-107 Chertsey Road) currently has unimplemented planning permission (subject to a legal agreement) for the demolition of the existing building and the construction of a five storey office building with underground parking (PLAN/2008/0683 and PLAN/2012/0461). As neither development scheme has yet come forward for development, there is the possibility for a comprehensive redevelopment of the site.

It is anticipated that the site could yield at least 104 dwellings and re-provision of the existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;

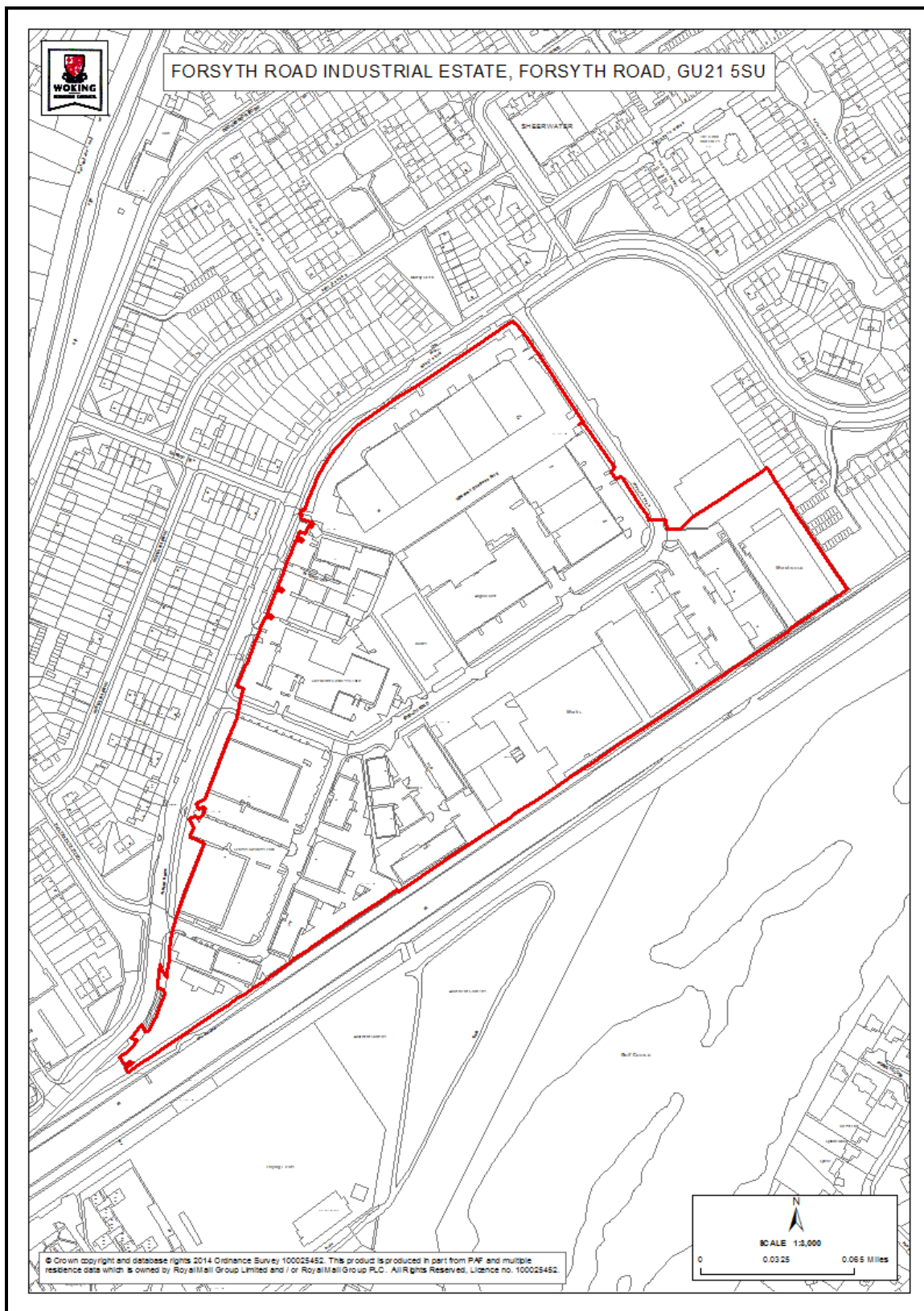
- The land is in multiple ownership. With earlier and unimplemented planning permissions on different elements of the site, it is considered that the landowners are willing to redevelop the site. The site is being promoted to the Council;
- Some of the offices are in use;
- Land assembly required by developer, this may be subject to expiry / surrender of existing leases in part of the site.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN016);
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning permissions PLAN/2010/0749, PLAN/2008/0683, PLAN/2012/0461 and PLAN/2014/1196;
- Planning application PLAN/2017/0559.

Proposal reference: UA27

Site address: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU







Policy UA27: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

This 10.1 ha site is allocated for industrial, warehousing and offices.

To achieve this, the development must address the following key requirements:

- High quality design that takes account of and seeks to improve the character and appearance of the locality;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road / railway line the development may need to consider the impacts on noise and air quality and ensure mitigation measures are implemented;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;

- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This is a 10.1 ha traditional industrial estate. The estate has a mixture of industrial and office use. The Employment Land Review advises that the location of offices in this location is not ideal due to the lack amenities and poor road infrastructure.

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Asda store, as this portion of the site is unlikely to be redeveloped in the foreseeable future.

At the time of the Employment Land Review there was a high vacancy rate on the office use and there was low to nil office demand in this area as reported. The Employment Land Review recommends that the office use in this location be changed into alternative B Class uses. Whilst it is acknowledged that subsequent highway improvement works - the Sheerwater Link Road – have improved accessed and this appears to have improved the attractiveness of the office market in the vicinity, there are still some vacancies and the location remains poor to access by foot from the railway station.

A development plan allocation of this estate for industrial, warehousing and offices will allow flexibility for these land uses to be interchangeable, to best meet the needs of the local economy over the plan period. Redevelopment of vacant offices can be brought forward whilst those still in operational use meeting modern business needs would be retained.

This approach is in line with Core Strategy Policy CS15 – Sustainable Economic Development, which states that ‘The Forsyth Road employment area where redevelopment of vacant sites will be encouraged for B uses, unless redevelopment is for an alternative employment generating use which contributes to the aims of policy CS5 (priority places) and would not jeopardise the B use led nature of the employment area’.

It has been calculated that if all the existing office use on the estate were to change to alternative B2/B8, 12,000 sqm of additional B2/B8 could be achieved on the site. Therefore,

a conservative estimate of 6000 sqm B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.

One of the plots within the site has recently been granted planning permission for the redevelopment of existing buildings for a mixed use scheme including B1(b), B1(c), B2 and B8 uses (PLAN/2015/1335) and is currently being implemented.

Delivery arrangements:

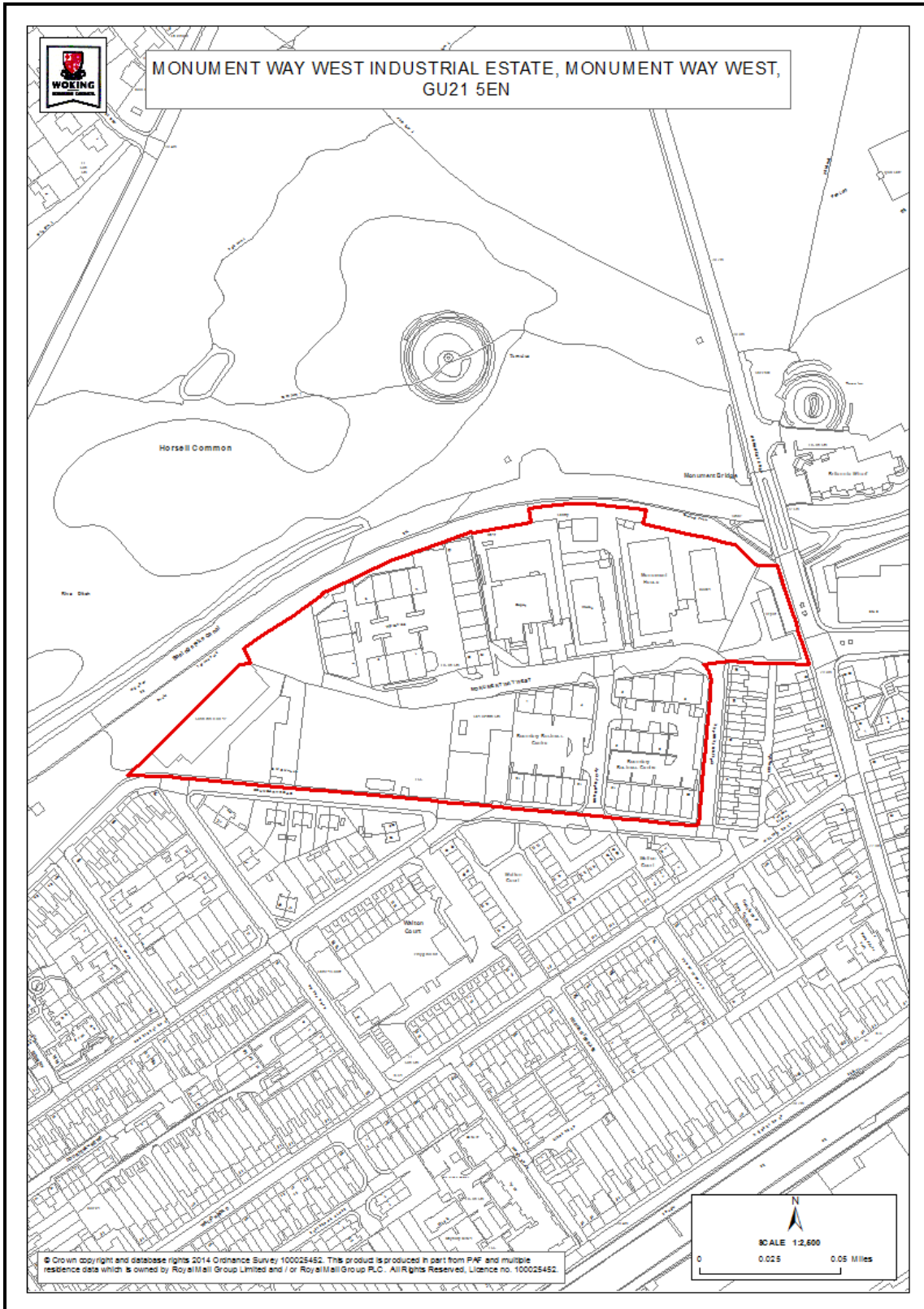
- It is expected that the site would come forward for development during the Plan period;
- Development will be developer-led;
- The landowner's agent has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Character Study;
- Planning permission PLAN/2015/1335.

Proposal reference: UA28

Site address: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN







Policy UA28: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN

This 4.3 ha site is allocated for redevelopment for industrial/warehousing, for road infrastructure in the form of a fourth arm to the Sheerwater link road.

To achieve this, the development must address the following key requirements:

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Due to the proximity to the road and the mix of land uses within the allocated area, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised, however remediation likely to be necessary;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation
- High quality design that takes account of the character and appearance of the locality and the adjacent heritage asset;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the

adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to avoid highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Development should have regard to the adjacent Basingstoke Canal SSSI and ensure mitigation measures, particularly on water quality are addressed. Relevant environmental bodies should be consulted including Natural England;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- The site has the potential to increase local permeability and a clear internal street network should be delivered;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the secondary aquifer within the site boundary
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. A Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The storage of waste and recyclable materials should be incorporated into the design;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site includes the vacant former British Gas works and the wider existing industrial estate. This is the Monument Way West Industrial Area and is within the Maybury and Sheerwater Priority Place Area.

The site is located within walking distance of both Woking Town Centre and the Walton Road Neighbourhood Centre, therefore the site has good access to local services and public transport.

The gas works site has some remaining buildings in situ. There is no current use, the area has been boarded off and is overgrown. There is an opportunity here to redevelop the site to provide additional industrial/warehousing units. Adjacent land within the estate may also provide redevelopment opportunities for the same mix of uses.

In addition, it is proposed to provide new road infrastructure in the form of a fourth arm as a next phase to extend the existing Sheerwater link road to the west to serve the industrial estate. A key objective of the Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014) is to 'encourage economic development and regeneration by: ... Improving accessibility to the Sheerwater business area'.

It is anticipated that the site could yield at least 3600 sqm net/gross industrial/warehousing floorspace together with new road infrastructure.

The site comprises many smaller sites that together form the industrial estate. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important employment site. Some businesses may wish to relocate or achieve new premises through redevelopment within the estate.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough. The latter recommends review of land and premises availability, and encourages the provision of additional industrial development in this location.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership and some land assembly would be required.

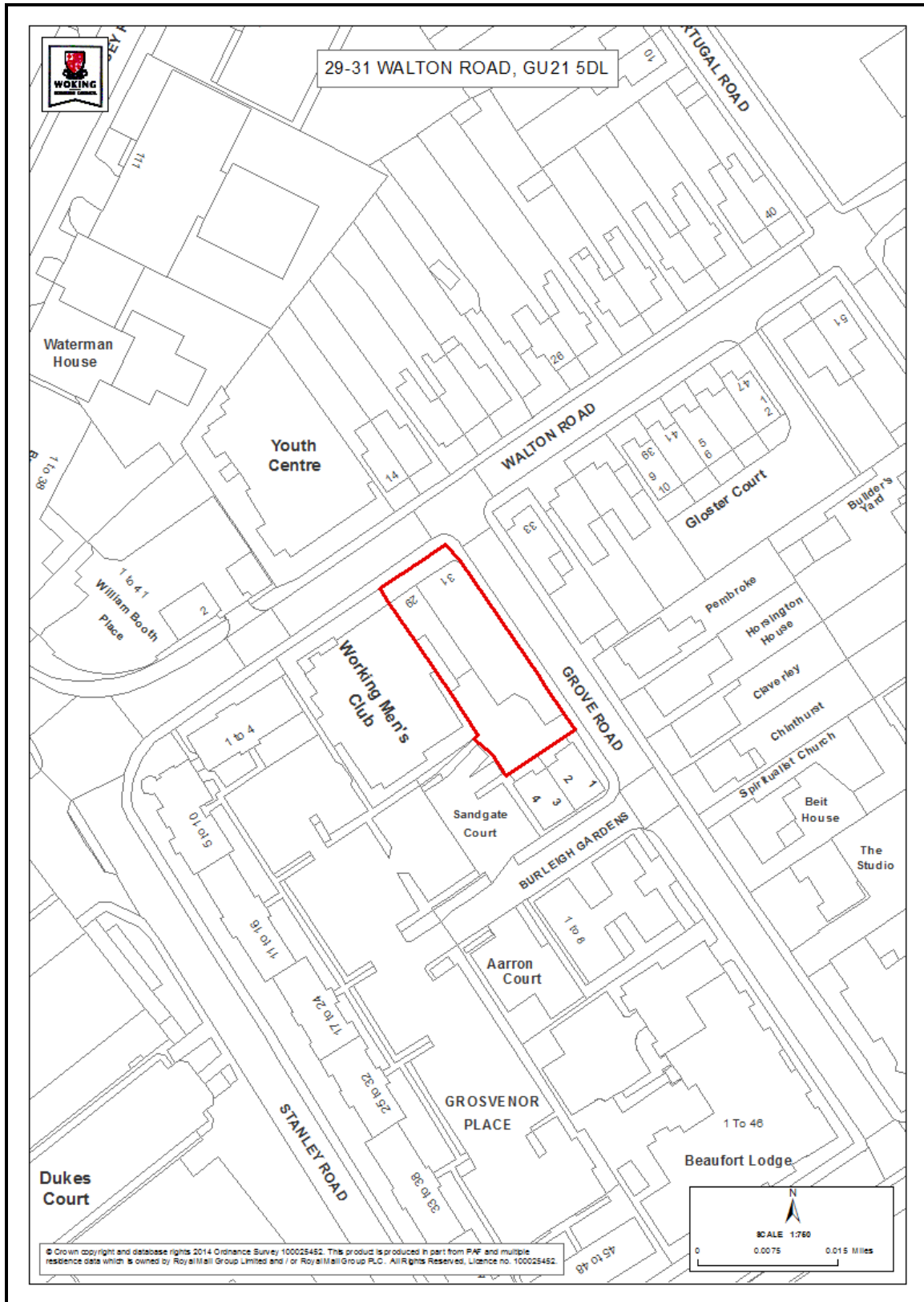
Key evidence base:

- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;

- Character Study;
- Planning permission PLAN/2011/1197 Sheerwater link road (Phase 1).

Proposal reference: UA29

Site address: 29-31 Walton Road, Woking, GU21 5DL





Policy UA29: 29-31 Walton Road, Woking, GU21 5DL

This 0.05 ha site is allocated for residential, including Affordable Housing, redevelopment.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will need to provide at least 30% Affordable Housing on site in line with Core Strategy Policy CS12 and be suitable for family accommodation (2+ bedrooms), as set out in Core Strategy Policy CS5;
- A density of at least 200 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre;
- The design of the development needs to provide a response to the predominantly low-rise adjacent properties;
- The corner plot location of the site will require development to directly address and add vibrancy to both street scenes;
- Building elevations should respect adjoining properties, provide appropriate levels of

daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider town centre character;

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development
- The development should make improvements to the quality of the public realm
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk

Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within Walton Road Neighbourhood Centre and is within close proximity to Woking Town Centre. The site is currently made up of a two storey terraced residential property and an end of terrace retail unit with residential accommodation above. The site falls within a High Density Residential Area, Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone.

The site is within walking and cycling distance of several key local services and Woking railway Station. Due to its close proximity to Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential scheme.

The planning permission for the redevelopment of the site to demolish the existing buildings and the erection of a courtyard development comprising of 10 x 2 bedroom flats and 4 x 1 bedroom flats over three to four storeys with car parking was approved in 2009. The development was not implemented and the permission has since expired.

It is anticipated that the site could yield at least 10 dwellings. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

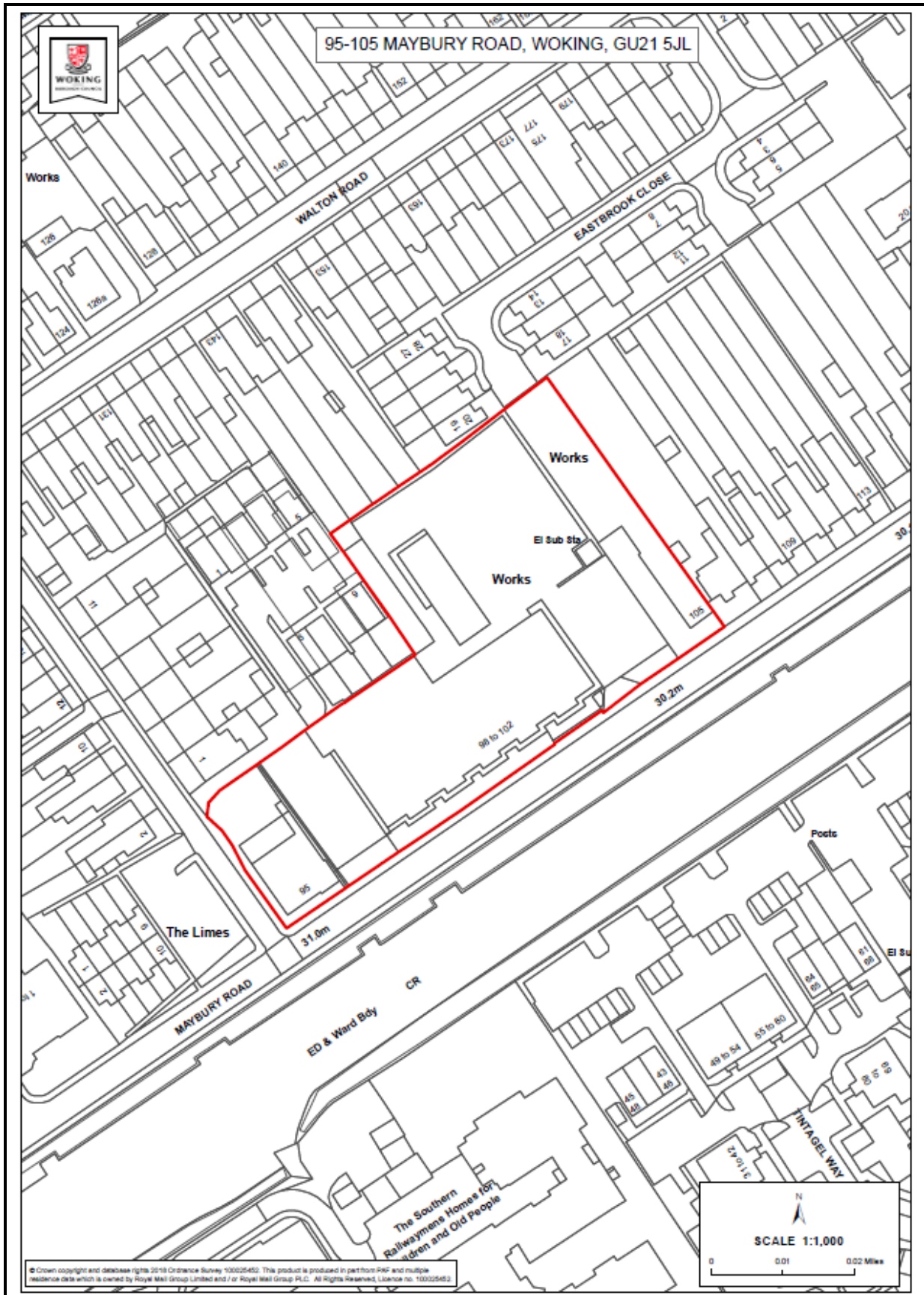
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN018);
- Expired planning permission (PLAN/2009/0281);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;

- Design SPD;
- Character Study.

Proposal reference: UA30

Site address: 95-105 Maybury Road, GU21 5JL





Policy UA30: 95-105 Maybury Road, Woking, GU21 5JL

This 0.61 ha site is allocated for mixed use residential, including Affordable Housing, and offices. Alternative employment use would be acceptable provided this meets the objectives of Policy CS5.

To achieve this, the development must address the following key requirements:

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The scale of the development should not detract from the general character and appearance of surrounding streets. The design of the development needs to provide a response to the predominantly low-rise adjacent properties;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the site;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential units
- Building footprints should not be oversized to reflect the character of the adjacent properties;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;

- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located within the Maybury and Sheerwater Priority Place. It is located at the junction between North Road and Maybury Road and made up of a range of uses including office floorspace (B1a), car parking and a car washing and tyre fitting garage (Sui Generis).

Redevelopment would provide an opportunity to remove a non-conforming use in a predominantly residential area.

A mixed use development on the site would retain some of the existing commercial land uses on the site whilst also providing residential accommodation. Although the site is not within a designated town, local or neighbourhood centre, it is well served by public transport and within walking and cycling distance of both Woking Town Centre and Walton Road Neighbourhood Centre.

It is also within the Woking High Density Residential Area. Due to the close proximity of Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential and office development.

It is anticipated that the site could yield at least 61 dwellings, with the re-provision of existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

The redevelopment should also ensure jobs are created on site in accordance with the objectives of Core Strategy Policy CS5 – Priority Places.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple land ownership. Some but not all of the land is known to be available for residential development. Landowners have been contacted.
- Many of the existing premises on the site are in use;

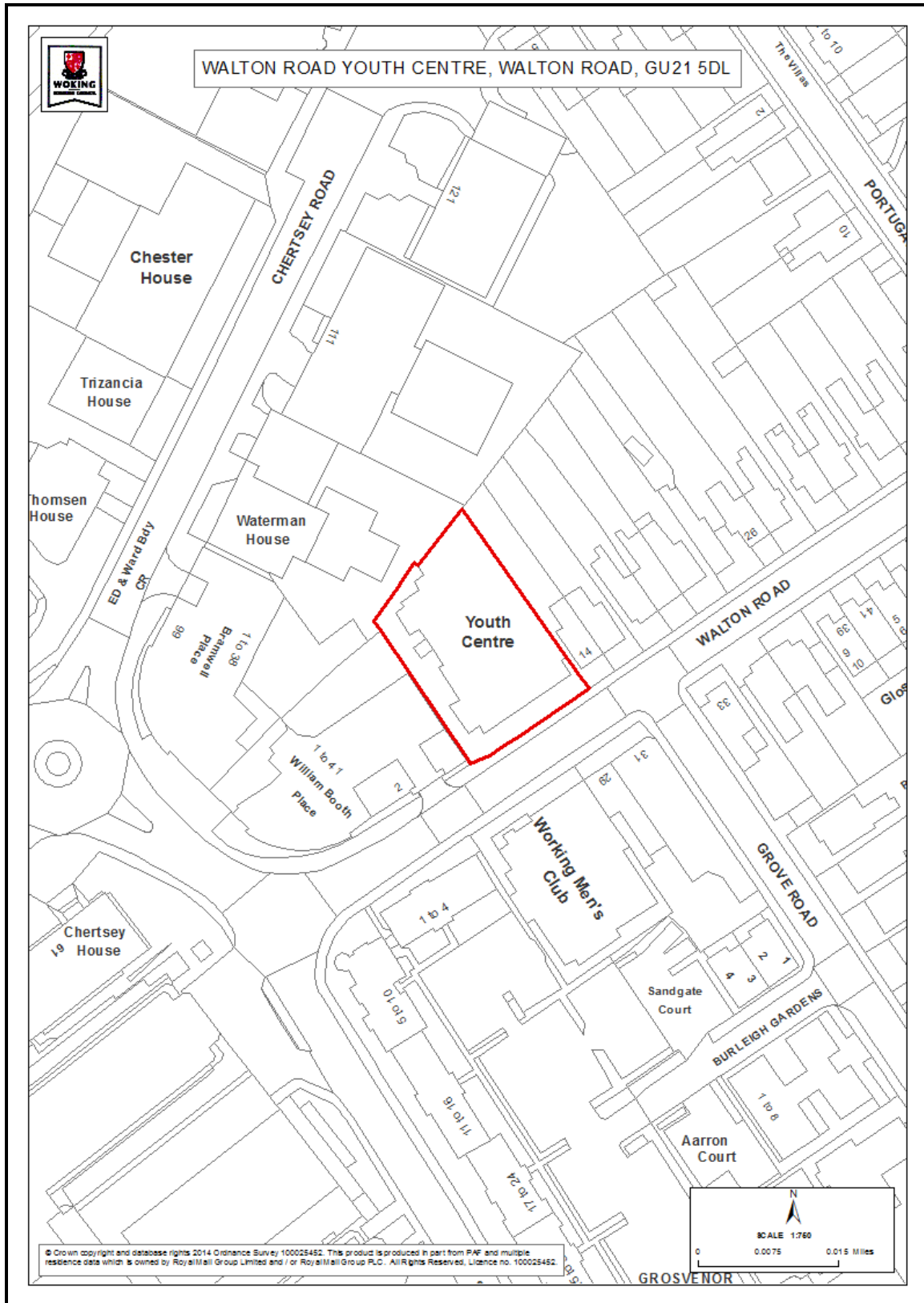
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN011);
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;

- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA31

Site Address: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL





Policy UA31: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL

This 0.08 ha site is allocated for residential, including Affordable Housing, and community uses.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Re-provision of the existing community facility suitable for use by a youth group in an improved form to ensure the development complies with Core Strategy policy;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Development will need to carefully consider the transition in building heights;
- The development should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Suitable levels of private amenity space should be provided for residential units
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward for development as part of any future development of adjacent 101-121 Chertsey Road site (Proposal Site UA26);
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located on Walton Road and is adjacent to both the Woking Town Centre boundary and the Walton Road Neighbourhood Centre.

The site is positioned between a modern four rising to seven storey residential flatted building and a pair of semi-detached two storey houses. Any redevelopment of the site would need to carefully design a scheme that would be in keeping with the immediate and local context. There is currently a limited amount of off-road parking to the front of the property and no on-street parking within the immediate vicinity of the site.

Re-provision of the existing community facility in an improved form would be required as part of any redevelopment. The site is located within walking and cycling distance of Woking Town Centre and therefore has excellent accessibility to both key local services and public transport, including Woking Railway Station. It is also within the Maybury and Sheerwater Priority Place area, the Woking High Density Residential Area and the Woking Town Centre High Accessibility Zone. Therefore the site is considered suitable for a flatted development.

It is anticipated that the site could yield at least 21 dwellings and a community facility suitable for use by a youth group. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is owned by Surrey County Council, which is currently considering its plans for the building. Residential redevelopment is one of a number of options but would require relocation or re-provision of the existing community use.

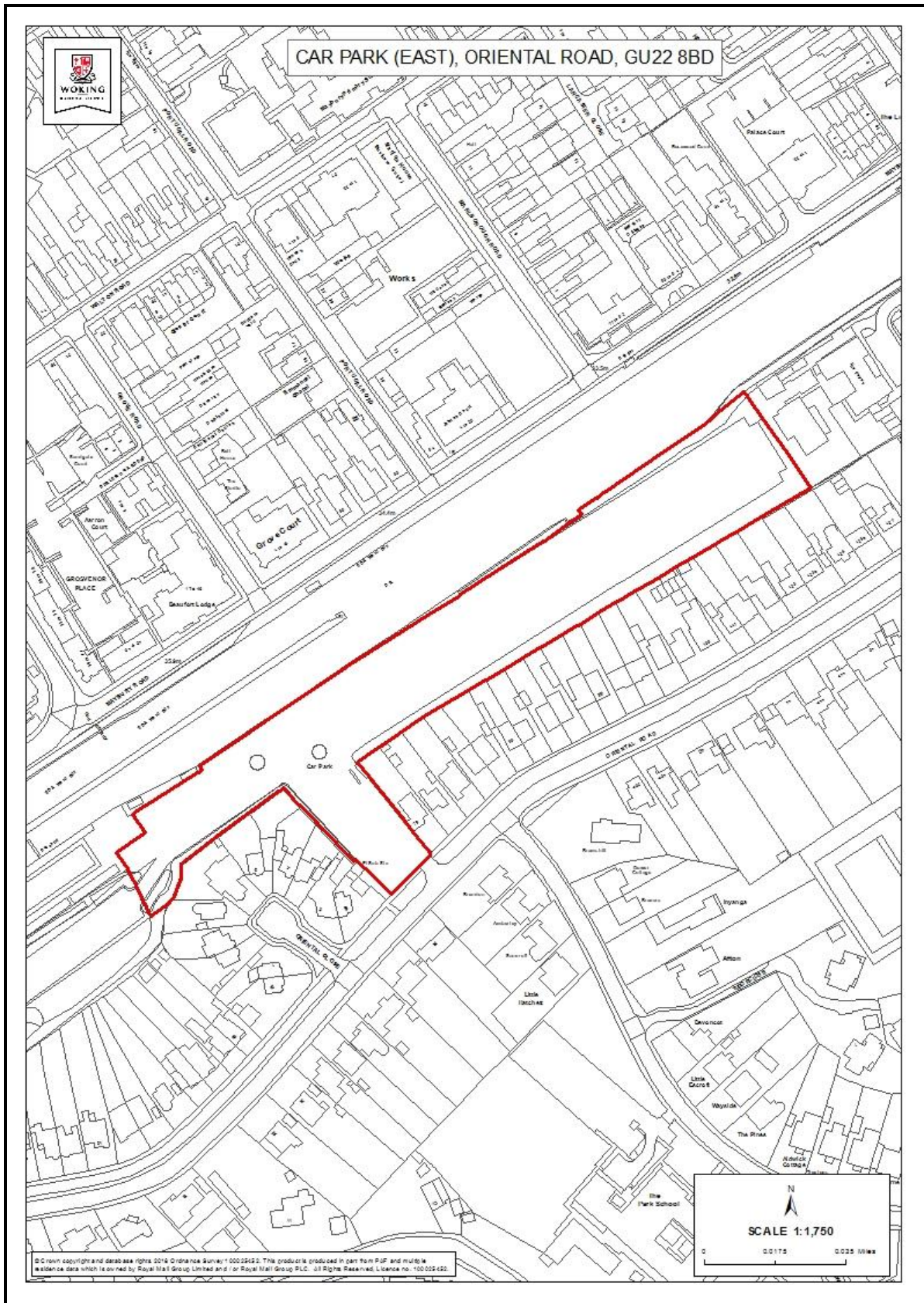
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN017);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;

- Character Study;
- Parking Standards SPD;
- Design SPD.

Proposal reference: UA32

Site address: Car Park (East), Oriental Road, Woking, GU22 8BD







Policy UA32: Car Park (East), Oriental Road, Woking, GU22 8BD

This 1.22ha site is allocated for a residential including Affordable Housing scheme and communal open space.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, 40% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context, including adjacent residential properties, whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Design should also have regard to the site's relationship with low-rise existing properties to the south and with overall townscape, in terms of building heights;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Design of development to have regard to the Town Centre Conservation Area and its setting to the north west of the site, beyond the railway line;
- Design to have regard to adjacent mature trees;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, such as opportunities for green roofs/wall or roof gardens;
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the south and east;
- Respect the amenity of neighbouring properties to the south and east
- Noise screening measures should be implemented in areas bordering the railway line
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Potential to maximise opportunities for renewable energy by connecting to the Combined Heat and Power network (subject to physical barriers such as the railway line);
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Provision of alternative car parking to serve the railway station - there should be no overall loss of parking serving the railway station. Potential exists to explore decking of the western railway car park in Oriental Road, to increase capacity to mitigate any loss that would otherwise result. This and other options for alternative parking to be considered;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Regard to be given to the operational requirements of the adjacent land;
- Depth of site may limit residential development potential;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to policy CS10 of the Core Strategy.

Redevelopment of this 1.2ha site would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land – and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops.

Currently used as a surface car park for the railway station, and owned by Network Rail, the site is bound to the north by the railway line, and to the south by low-rise family dwellings.

Redevelopment of this site would represent efficient use of previously developed land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.

It is anticipated that the site could yield at least 250 dwellings and open space. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable

Delivery arrangements:

- The site is expected to come forward within the next 11-15 years;

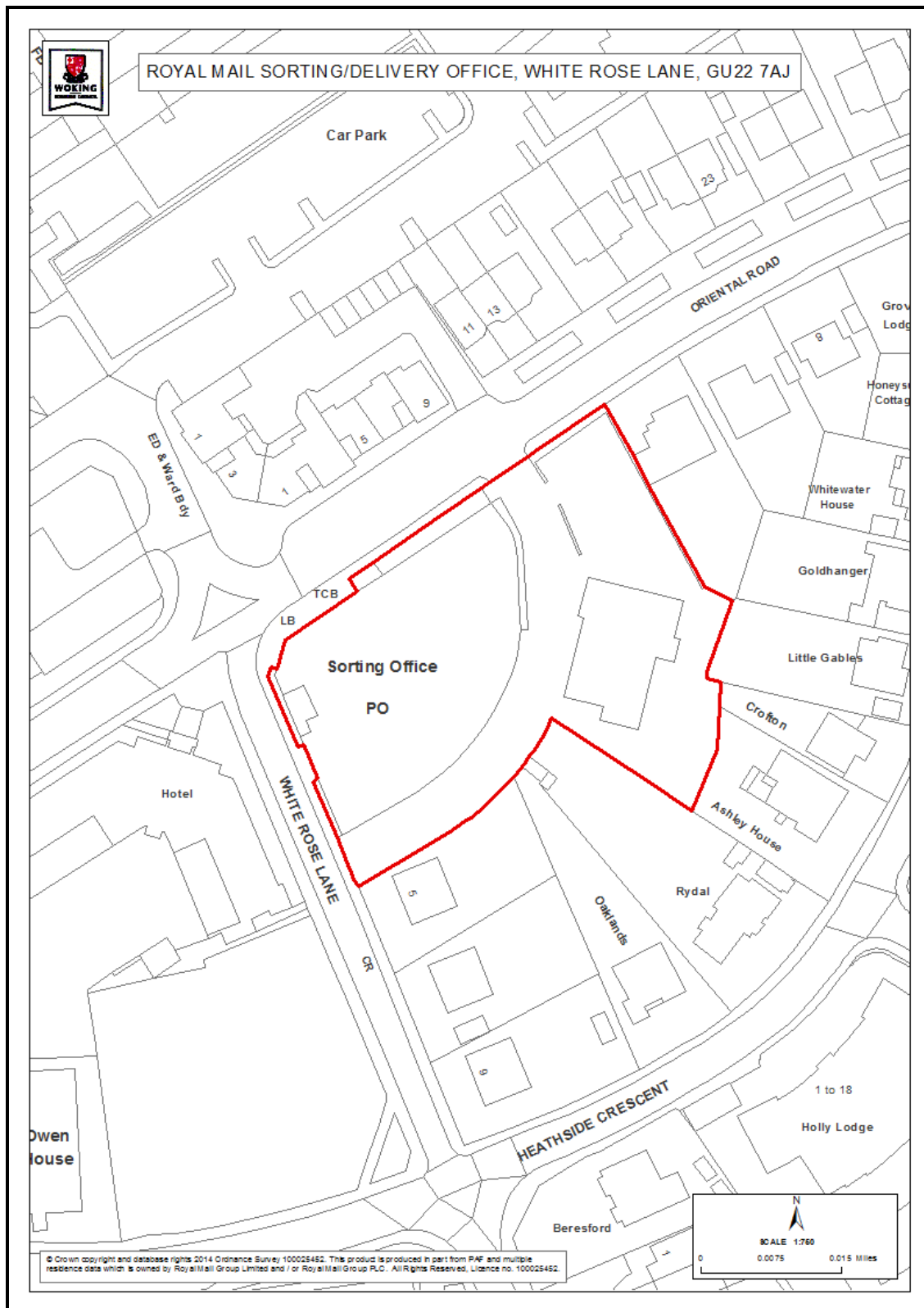
- The land is not known to be available for residential development immediately, although there has been earlier interest in redevelopment of the land;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM003);
- Core Strategy examination note WBC17A
- Local Plan 1999
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Study (draft)
- Design SPD
- Parking Standards SPD
- Climate Change, Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA33

Site address: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ





Policy UA33: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ

This 0.36 ha site is allocated for a residential, including Affordable Housing, redevelopment.

To achieve this, the development must address the following key requirements:

- Relocation of the existing Royal Mail sorting/delivery office would be a pre-requisite of the development;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Development should be designed to respect the amenity of neighbouring properties to the south and east;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Any other site specific and other requirements will be determined on a case by case

basis depending on the nature of the scheme that would come forward.

Reasoned justification: Redevelopment of this site would provide an opportunity to maximise the potential of a Town Centre location - on previously developed land - in terms of providing high density residential development. The site is exceptionally well located near to the railway station and has excellent accessibility to local services and shops.

This location is a transitional area between the Town Centre and lower density residential area to the south. The site is currently used as a sorting / delivery office by Royal Mail, it is privately owned. The site is bounded to the east and south by low-rise family dwellings, to the north by a local shopping parade, and to the west by a hotel.

Redevelopment of this site would represent efficient use of previously development land, would deliver high density residential development in sustainable Town Centre location and would capitalise on excellent public transport availability to reduce reliance on car.

It is anticipated that the site could yield at least 88 dwellings (net and gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

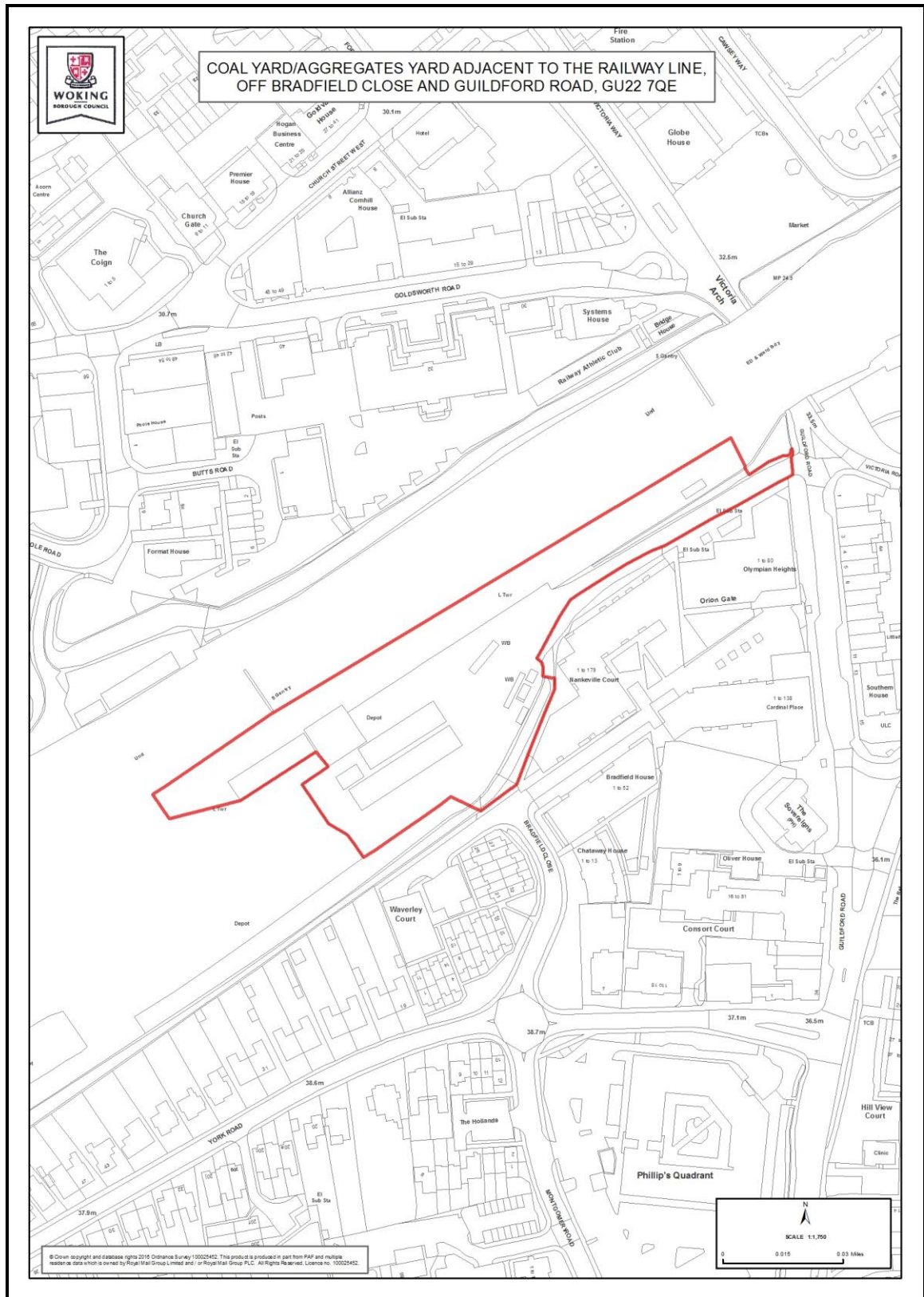
- It is expected that the site would come forward for development during the Plan period;
- The site was put forward for consideration by the Council by the landowner's representative;
- The site is in single ownership and is available subject to relocation of the existing use.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM001);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

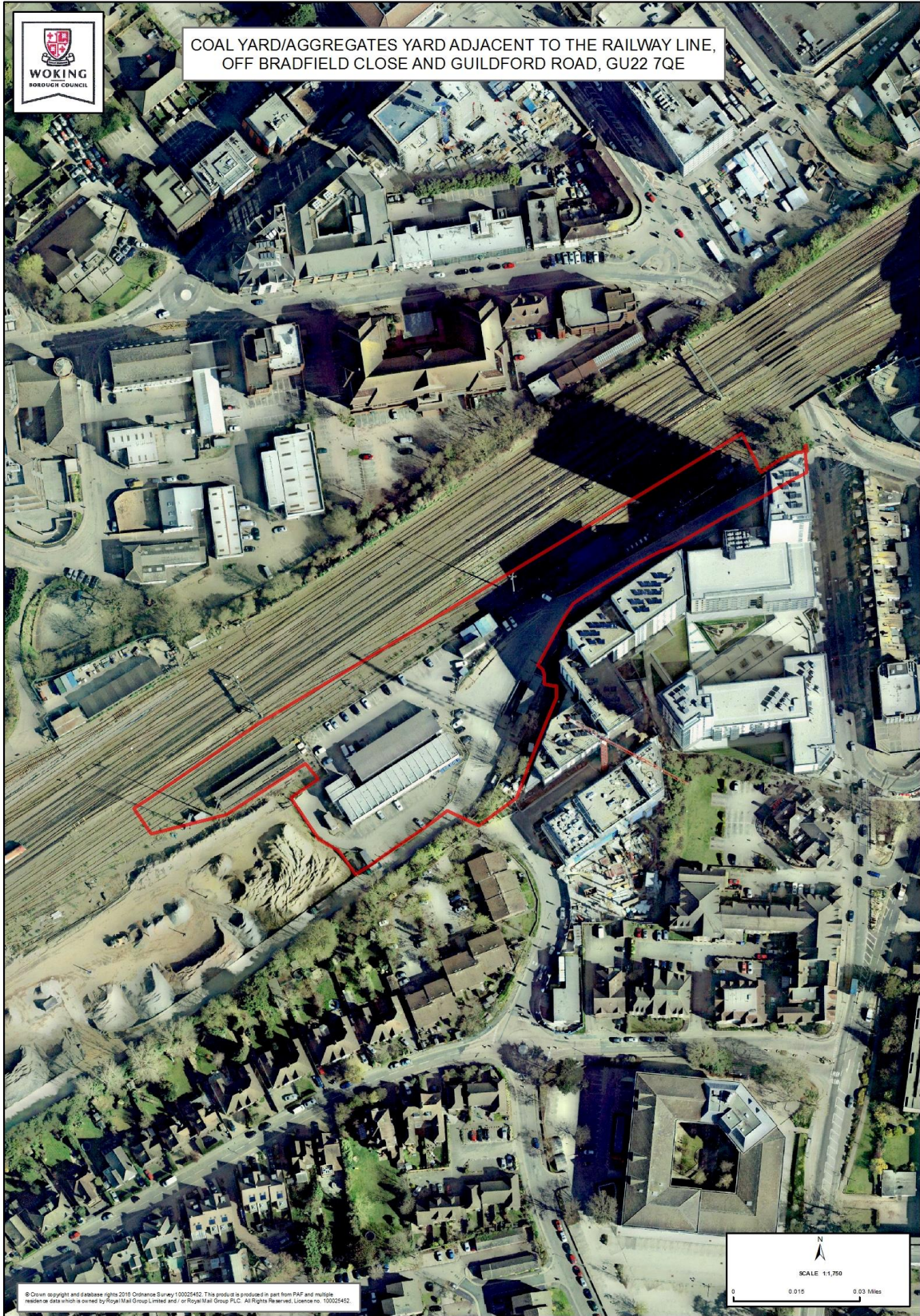
Proposal reference: UA34

Site address: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE

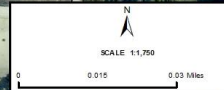




COAL YARD/AGGREGATES YARD ADJACENT TO THE RAILWAY LINE,
OFF BRADFIELD CLOSE AND GUILDFORD ROAD, GU22 7QE



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Policy UA34: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE

This 1.09 ha site is allocated for residential, including Affordable Housing, development.

To achieve this, the development must address the following key requirements:

- Development to ensure a satisfactory relationship between the proposed residential development and the existing minerals aggregate site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site (as the site is considered greenfield, in the absence of permanent buildings);
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed Combined Heat and Power network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved (subject to physical barriers such as the railway line);
- Due to the proximity to the railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is

identified in the Surrey Minerals Plan as a Rail Aggregate Safeguarded Site. The MPA will need to be satisfied that future development would not prevent, directly or indirectly, the operational requirements of the site.

- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to Policy CS10 of the Core Strategy.

This site is currently used as part of the rail aggregates yard and is adjacent to the railway station with associated operational buildings. It is privately owned by Network Rail. Redevelopment of the site would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land - and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops.

The site is however subject to a policy restriction, the land and the adjacent land is designated as a minerals site in the Surrey Minerals Plan. The existing minerals site would need to be retained whilst ensuring suitable access is maintained or improved. Surrey County Council (Minerals Planning Authority) would strongly resist the complete loss of this depot capacity without suitable alternative and equivalent re-provision of this rail depot capacity elsewhere, as Surrey increasingly relies on aggregate imports by rail.

Redevelopment of this site would represent efficient use of previously development land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.

Due to the relationship between the site and the adjacent land uses, it is anticipated that the site could yield at least 100 dwellings (at 90 dph).

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is available for residential development.

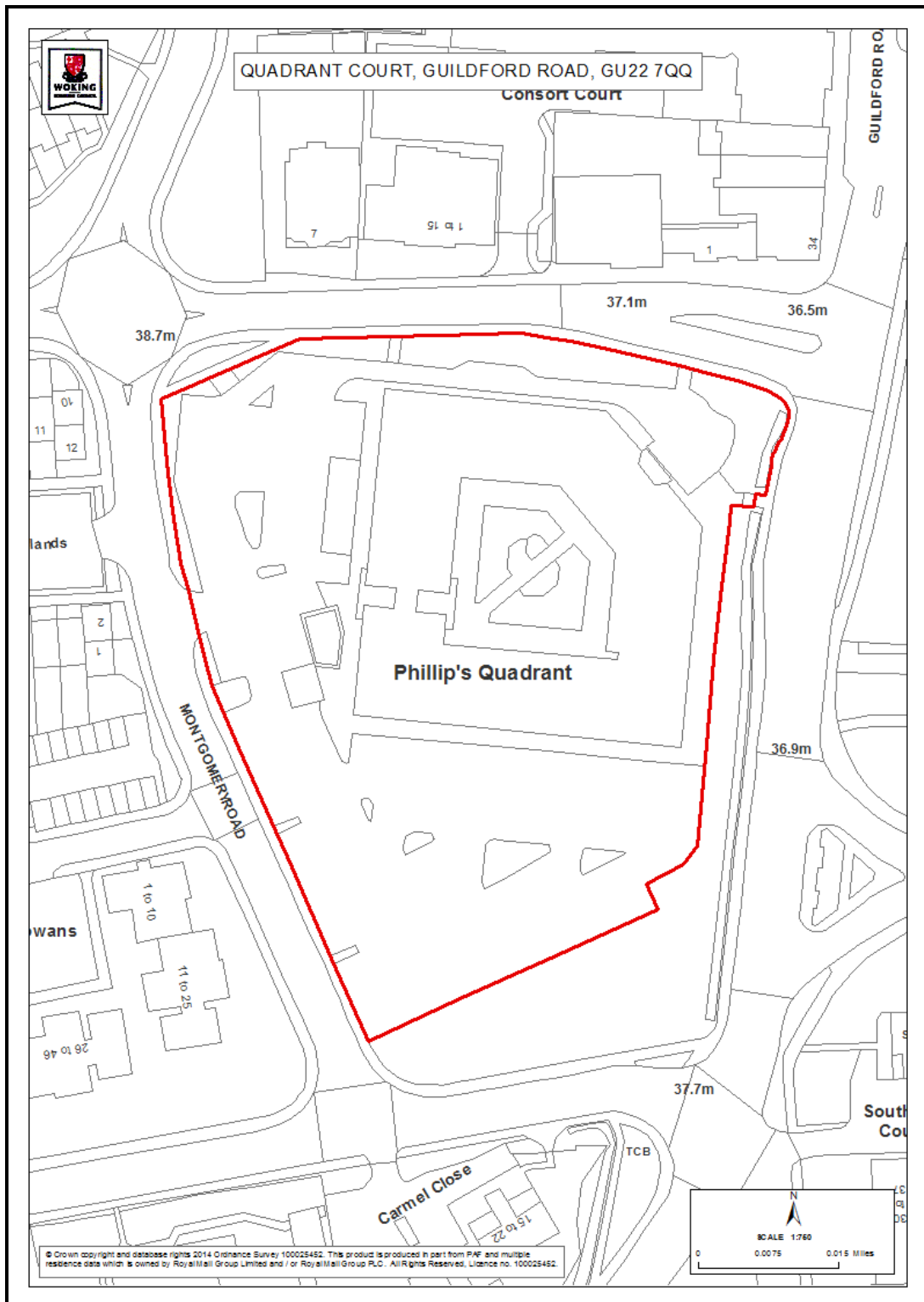
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM005);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Natural Woking;
- Design SPD;
- Parking Standards SPD;

- Climate Change and Decentralised, Renewable and Low Carbon Energy;
- Surrey Minerals Plan (2011).

Proposal reference: UA35

Site address: Quadrant Court, Guildford Road, Woking, GU22 7QQ





Policy UA35: Quadrant Court, Guildford Road, Woking, GU22 7QQ

This 0.9 ha site is to be allocated for additional office use.

To achieve this, the development must address the following key requirements:

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The development should consider local and long distance views of the development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect amenity;

- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This is detached building on the southern edge of the Town Centre. The building is a four storey building completely occupied by Surrey County Council. The building has a large footprint and extensive area of parking area on the southern and western sides.

The surrounding area is largely residential; properties vary in size, height (two to four storeys). Potential exists to increase the office floorspace through the extension of the building.

It is anticipated that the site could yield at least 1000 sqm net additional office floorspace.

Delivery arrangements:

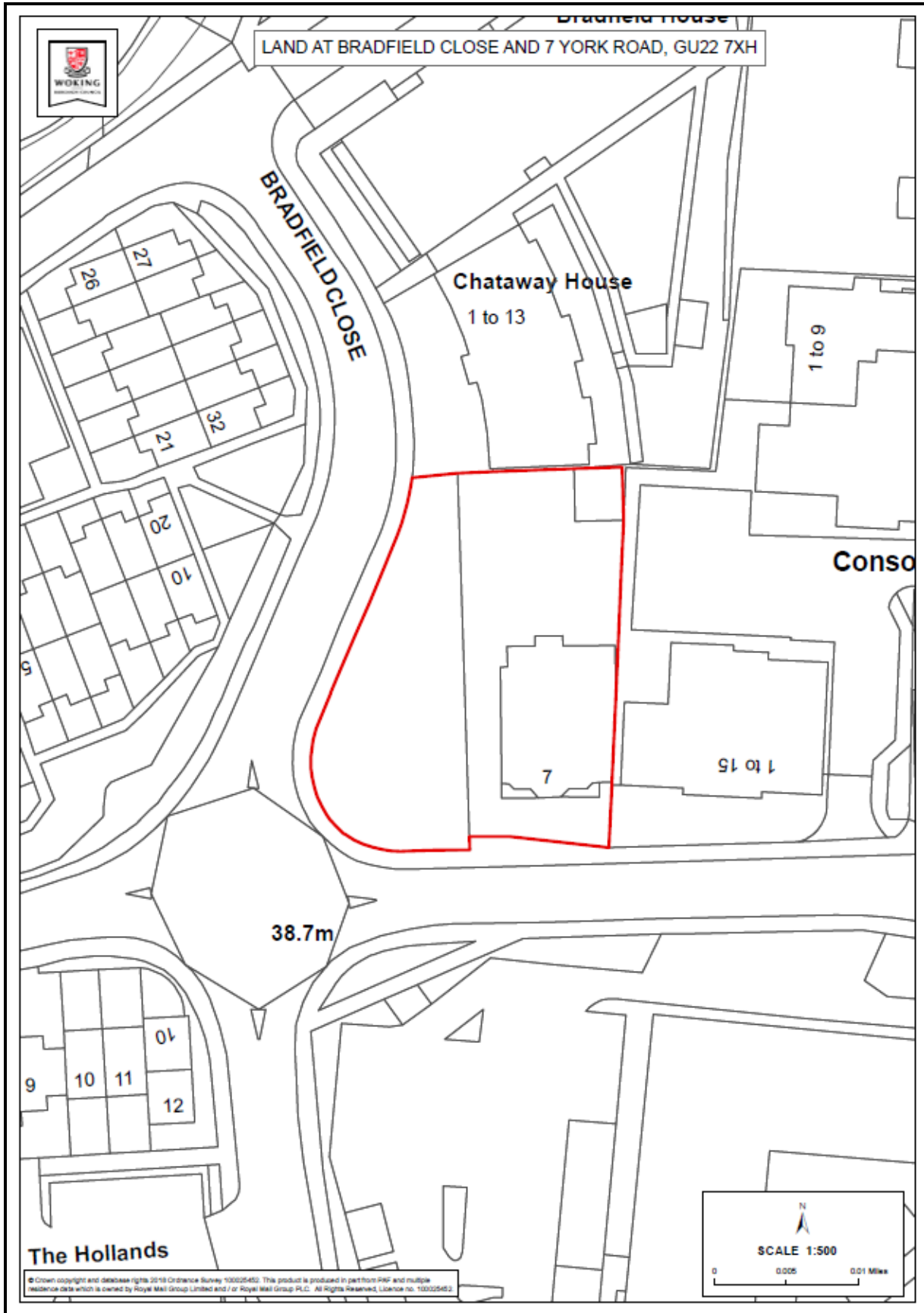
- It is expected that the site would come forward for development during the Plan period, subject to the operational requirements of the landowner;
- The land owner, Surrey County Council, has been contacted.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Proposal reference: UA36

Site address: Land at Bradfield Close and 7 York Road, GU22 7XH





Policy UA36: Land at Bradfield Close and 7 York Road, GU22 7XH

This 0.12 ha site is allocated for Residential, including Affordable Housing, development.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and

character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Development should be designed to respect the amenity of neighbouring properties;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged.
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road/railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification:

The site is located on a corner plot, adjacent to a roundabout, within Woking Town Centre. The eastern portion of the site comprises a two storey office block, with car parking to the north. The western portion of the site consists of soft landscaping.

Although redevelopment of the site for residential purposes would result in the loss of B1a office floorspace, it is considered that the loss would be relatively minor and therefore would not undermine the economic strategy for the town centre. Furthermore, the site is not located in a strategic employment area as identified by the Employment Land Review/Topic Paper.

It is considered that redevelopment of the site would make efficient use of brownfield land at a sustainable location within the Town Centre, with excellent access to local facilities and sustainable modes of transport.

At present there is a resolution to grant planning permission, subject to a legal agreement, for PLAN/2016/0834 which proposes the redevelopment of the site to provide 46 flats. On this basis, the site is considered to be available.

It is anticipated that this site could yield 46 net additional flats.

Delivery arrangements:

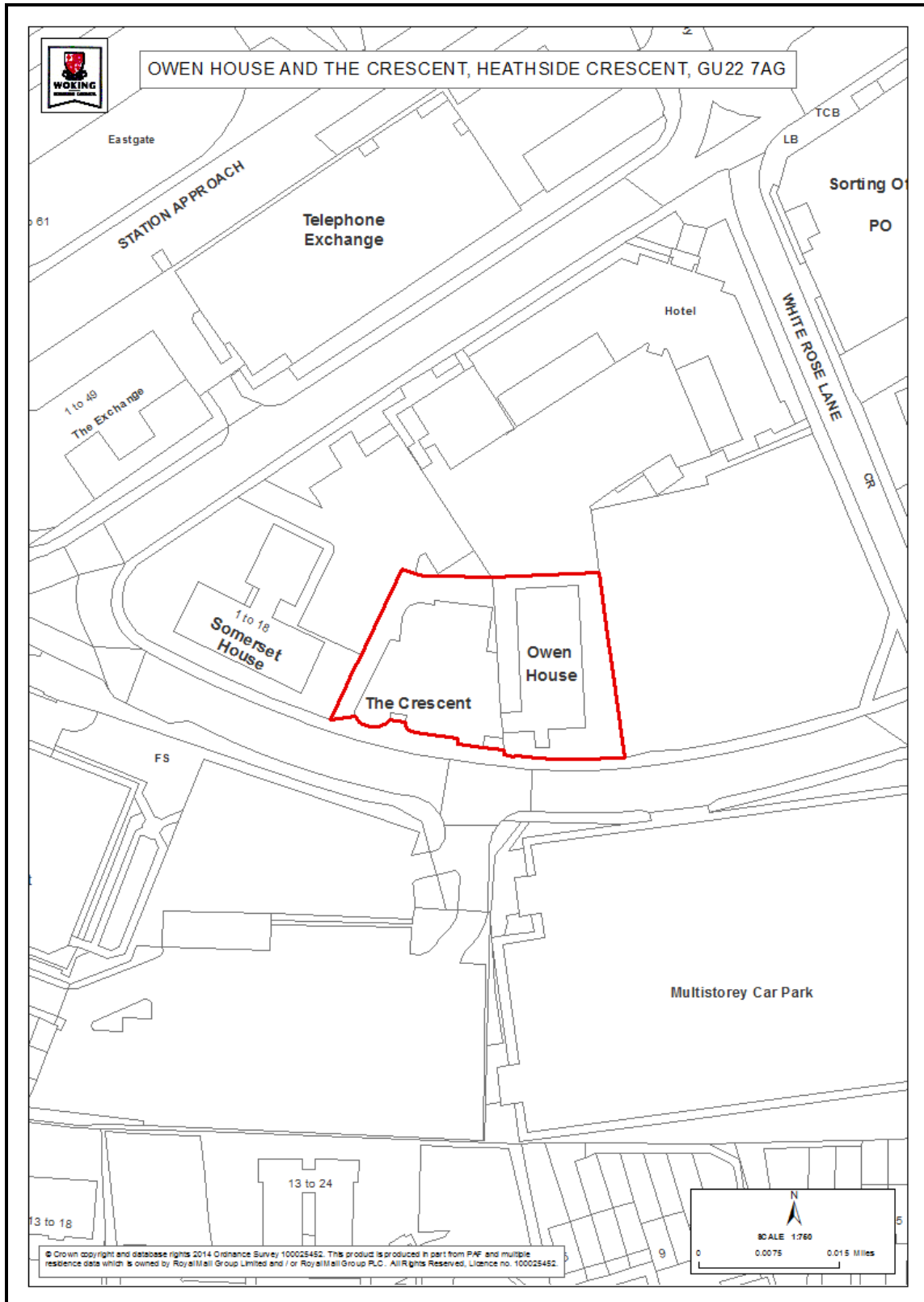
- It is expected that the site would come forward for development during the Plan period;
- There is a resolution to grant planning permission, subject to a legal agreement, for residential redevelopment at the site.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM004);
- Planning Application (PLAN/2016/0834)
- Sustainability Appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;

Proposal reference: UA37

Site address: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG





Policy UA37: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG

This 0.1 ha site is allocated for a mixed use redevelopment to comprise of offices and residential, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA38 and the development at the former St Dunstan’s Church site);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Particular care required in terms of with building heights - building heights should

consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and this should be reflected in the design of the building;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Suitable levels of private amenity space should be provided for residential units;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated

that a better alternative for reducing carbon emissions from the development can be achieved;

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This 0.1ha site is located within Woking Town Centre. It is currently made up of a two storey office (B1a) premises (Owen House – the Labour Club) and a two storey supported residential flatted development (The Crescent) on Heathside Crescent.

The site was previously considered suitable for a mixed use scheme including the site known as White Rose Court. The latter has recently been redeveloped into a hotel (C1) and therefore only Owen House and The Crescent are considered developable and deliverable.

The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large frontage on Heathside Crescent, there is little pedestrian footfall which is partly due to the dominance of the road. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.

The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.

It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.

It is anticipated that the site could yield at least 20 dwellings and the re-provision of the existing office floorspace. This indicative residential capacity of the site (as part of a wider site area) has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land owner has been contacted;
- The site is in multiple ownership and some land assembly will be required.

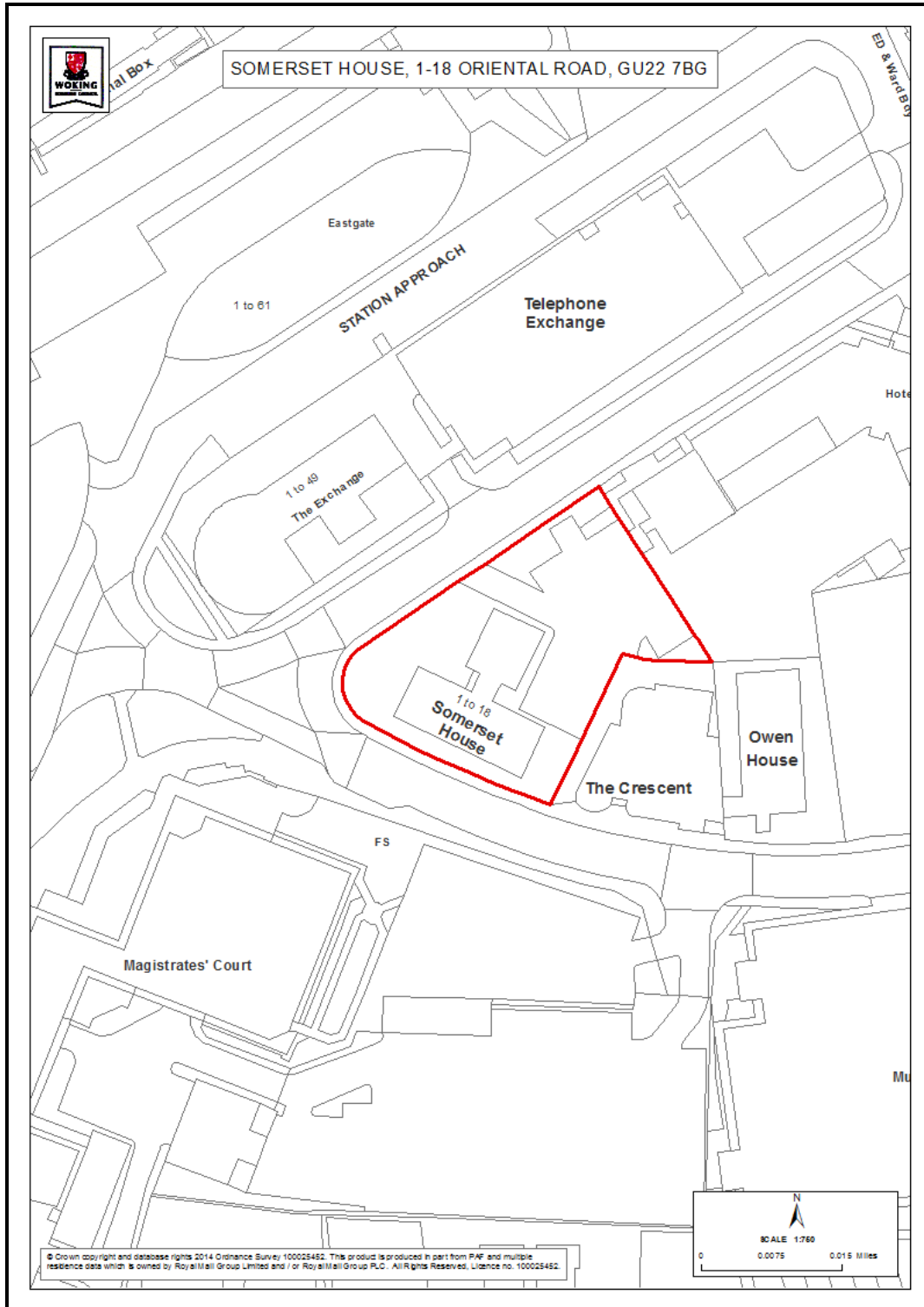
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM009);
- Planning application PLAN/2017/0644;
- Core Strategy examination note WBC17A;
- Employment Land Review;

- Employment Topic Paper;
- Natural Working;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA38

Site address: Somerset House, Heathside Crescent, Woking, GU22 7AG





Policy UA38: Somerset House, Heathside Crescent, Woking, GU22 7AG

This 0.17 ha site is allocated for a mixed use development to comprise of offices and residential, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Site UA37 and the development at the former St Dunstan's Church Site);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site is located on a prominent corner within the Town Centre. Any development on this site would need to be of exceptional design and enhance the townscape character;
- A development scheme should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved provision for cycling infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development should carefully consider the topography of the site and its height in

relation to the local and wider context;

- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located within Woking Town Centre. It is currently made up of a three storey residential flatted development at the corner of Heathside Crescent and Oriental Road. There is also a large parking area to the rear of the site which is accessed from Oriental Road.

The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large corner frontage on Heathside Crescent and Oriental Road, there is little pedestrian footfall which is partly due to the dominance of the road junction. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.

The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.

It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.

It is anticipated that the site could yield at least 10 net additional dwellings and office floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period.

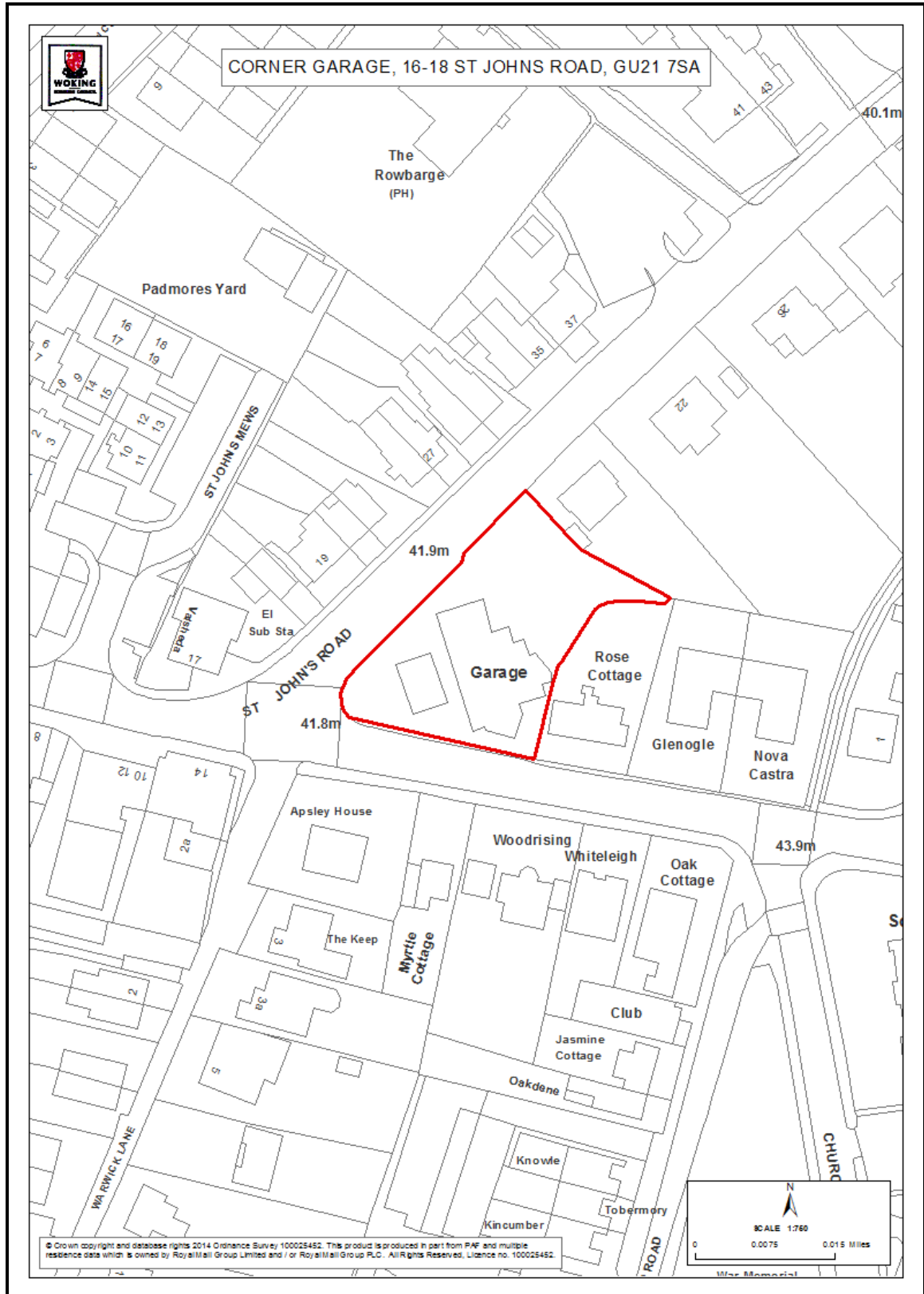
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM012);
- Employment Land Review;
- Employment Topic Paper;
- Natural Woking;
- Sustainability appraisal;

- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA39

Site address: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA





Policy UA39: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA

This 0.12 ha site is allocated for residential including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Development must carefully consider the St Johns Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- Loss of buildings within the Conservation Area would need to be justified although the building is not considered to contribute to character or appearance of conservation area;
- Potential to provide a three storey flatted development at junction of site lowering to two storeys to provide transition with adjacent residential properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be necessary;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

This site is located within the St John's Local Centre and St Johns Conservation Area. It is very accessible to key local services (schools, GP surgeries and to Woking Town Centre).

The site has the potential to accommodate a two-three storey flatted development. It is anticipated that the site could yield at least 11 dwellings. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:

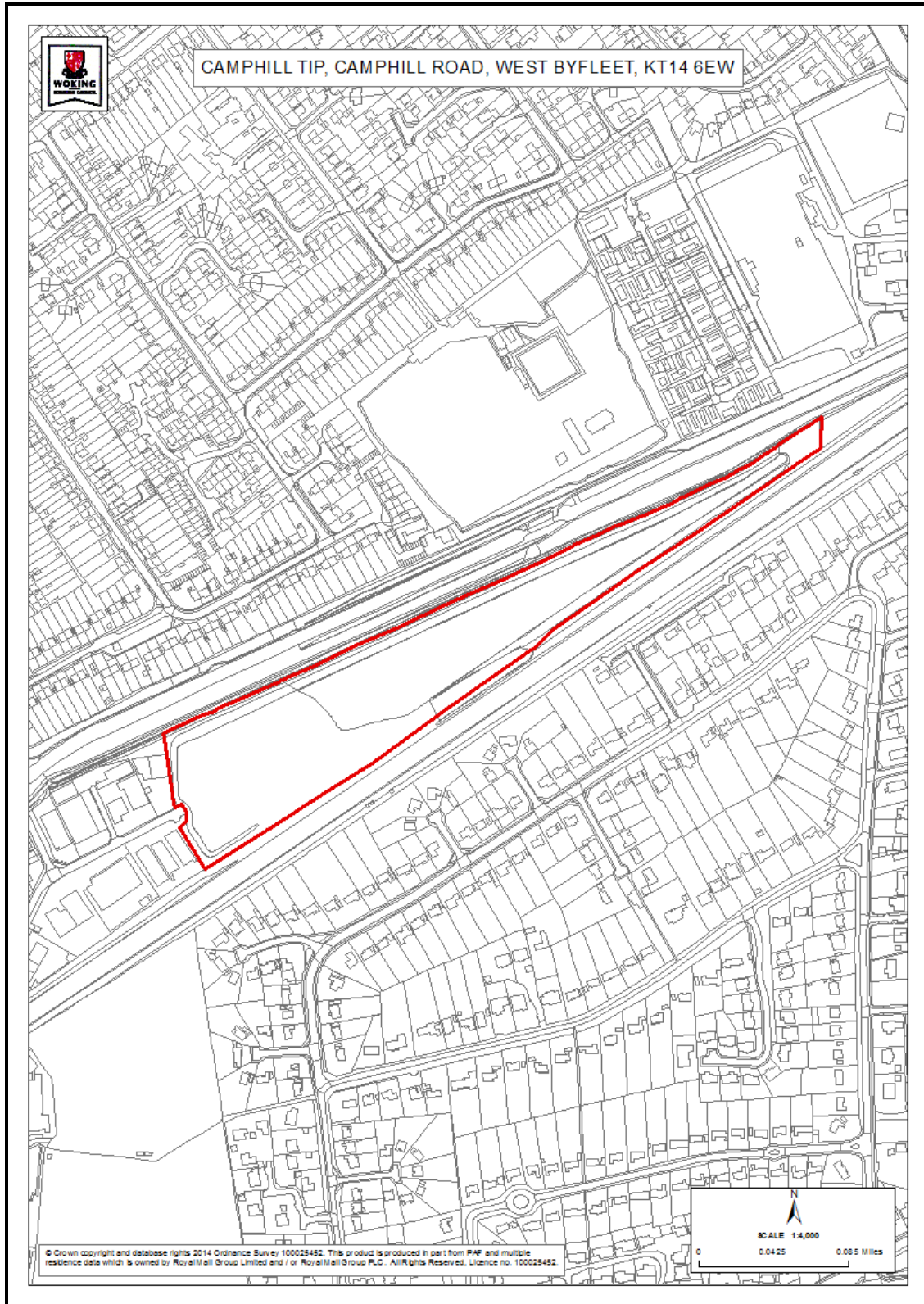
- It is expected that the site would come forward for development during the Plan period.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAASTJ004);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA40

Site address: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW





Policy UA40: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW

This 4.82 ha site is allocated for industrial use.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site. Highway improvements would need to be carried out along Camphill Road to mitigate any adverse impacts on traffic volume and road safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- The site provides an opportunity for an employment use that would complement the existing businesses within the Camphill Industrial Estate;
- The height and width vehicle restrictions on Camphill Road need to be considered for future uses of the site;
- The development should have a positive environmental impact on the adjacent Old Rive Ditch and Basingstoke Canal;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to

the existing surface water flooding incidents recorded within the area;

- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the principle aquifer within the site boundary as well as the site being within a high risk groundwater vulnerability zone;
- The proposed development should pay due regard to the size, scale and massing of adjacent employment buildings in its design;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Due to the proximity to the Rive Ditch and Basingstoke Canal, the development would need to consider the impacts on water contamination during and post construction;
- The site will require substantial levelling to bring the ground level to an accessible and developable height and gradient;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- The proposed development should avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, lights or other releases;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is a former waste tip and is currently unused land between the Old Rive Ditch, Basingstoke Canal, the Woking to West Byfleet railway line and the M25 motorway. The site is only accessible through the Camphill Industrial Estate off Camphill Road. The site is within 1km of West Byfleet Railway Station, a bus stop and is served by two cycle routes.

Due to the previous use of the site, there are likely to be significant contamination issues. An employment use on the site would make best use of this previously developed land in a

sustainable location. It would also improve the vibrancy and viability of the adjacent Camphill Industrial Estate.

It is anticipated that the site could yield at least 10,000 sqm net/gross industrial floorspace (B2).

Delivery arrangements:

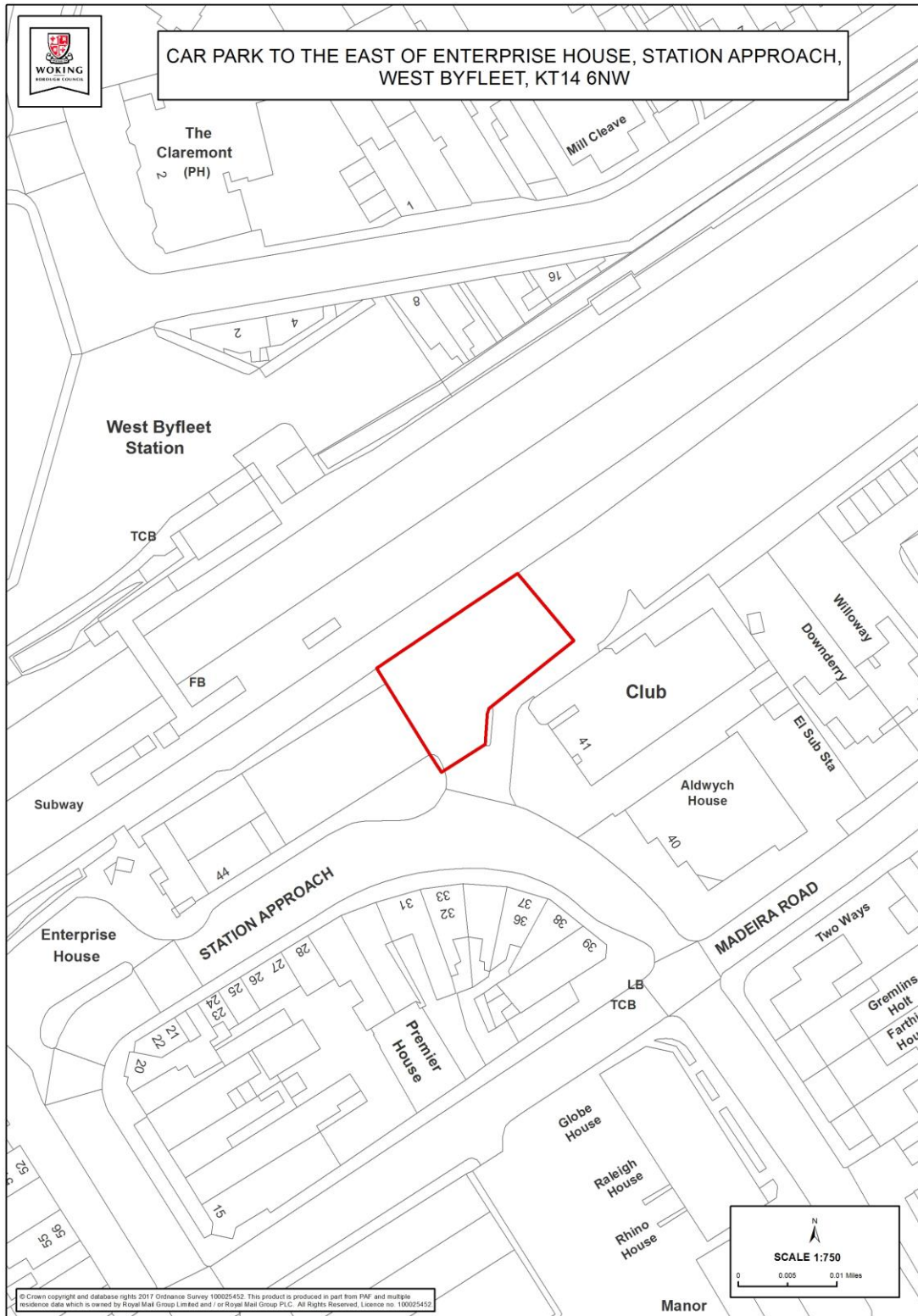
- It is expected that the site would come forward for development during the Plan period.

Key evidence base:

- Strategic Housing Land Availability Assessment;
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Proposal reference: UA41

Site address: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA





Policy UA41: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA

This 0.08 ha site is allocated for a mixed use development to comprise of retail and residential, including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Servicing areas should be accommodated within the site;

- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- The site is adjacent to two Conservation Areas as well as locally listed buildings. Development must ensure there is no significant adverse impacts on these heritage assets;
- Building heights should respect the character of the Station Approach and Rosemount Parade Conservation Areas as well as the wider character of West Byfleet;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be provided on the ground floor;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is 0.08ha and is adjacent to West Byfleet Railway Station. It is located on Station Approach and adjoins Enterprise House to the west and West Byfleet Station car park to the east. The site is opposite the Station Approach Conservation Area and within the West Byfleet Primary Shopping Area.

Due to its location within the Primary Shopping Area, the site is allocated for retail on the ground floor with residential above, also on account of excellent accessibility by bike and foot to public transport and key services.

Planning permission was granted subject to a legal agreement for 12 flats above retail units and this development has commenced.

It is anticipated that the site could yield 12 dwellings and 181 sqm retail floorspace.

Delivery arrangements:

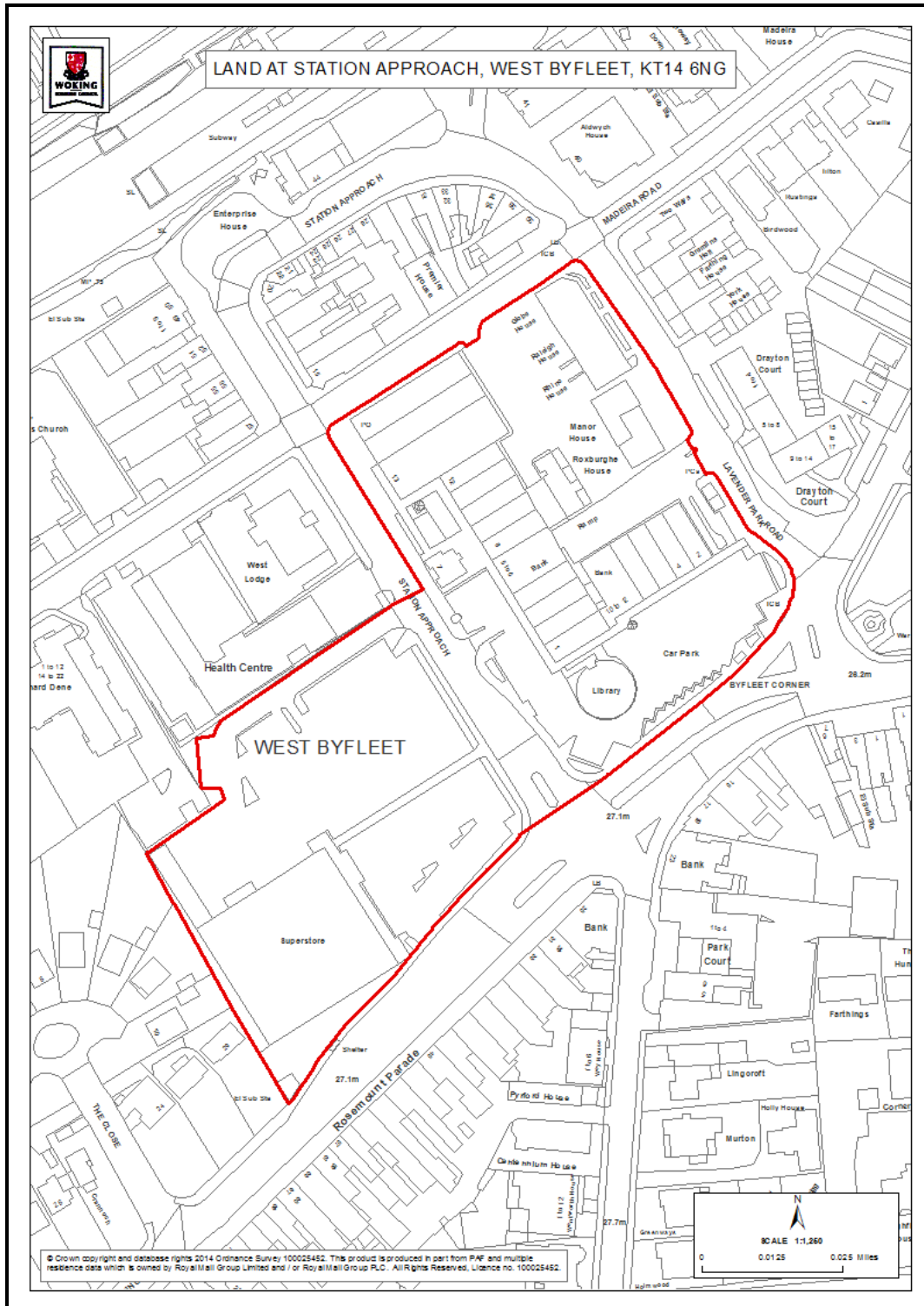
- It is expected that the site would come forward for development during the Plan period;
- The land is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB021);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Town, District and Local Centres Study;
- Planning permission PLAN/2011/0945, PLAN/2007/0028 and PLAN/2006/0041.

Proposal reference: UA42

Site address: Land at Station Approach, West Byfleet, KT14 6NG







Policy UA42: Land at Station Approach, West Byfleet, KT14 6NG

This 0.91 ha site is allocated for mixed use development to comprise of community (including retained or replacement Library), offices, retail (including replacement supermarket store) and residential development including Affordable Housing.

To achieve this, the development must address the following key requirements:

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Existing office floorspace to be re-provided within any redevelopment scheme;
- New supermarket store to be provided within any redevelopment scheme;
- Retain or provide new library within any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- A comprehensive redevelopment of the site would maximise the opportunities to enhance the centre of West Byfleet;
- Density of development should maximise the efficient use of this prominent site

without compromising the general character of the area;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development should meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;
- Development must carefully consider the adjacent Statutory and Locally Listed Buildings and Conservation Areas (Station Approach and Rosemount Parade

Conservation Area), to ensure there is no significant adverse impacts on the heritage assets;

- Suitable levels of private amenity space should be provided for residential units;
- The site has the opportunity to improve pedestrian connectivity within West Byfleet and better connect the greenspaces in the district centre;
- Building heights should respect the character of the immediate area as well as the wider character of West Byfleet;
- New development should include street trees and planting to maintain the area's strong green character;
- The development should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located within the heart of West Byfleet District Centre. The allocation is formed of two parts:

The first centres on Sheer House. The majority of this block fronts Station Approach to the west and Parvis Road to the south. Manor House and Roxburghe House are existing four storey commercial buildings along Lavender Park Road to the east. The dominant building on the site at present is Sheer House, a vacant 1960's seven storey office block. It is complemented by ground floor retail units that are well occupied and form a significant part of the retail offer within the West Byfleet Primary Shopping Area. There is also a public library and public conveniences located within the site boundary as well as public car parking. To the rear of the site is a service area that is accessed from Madeira Road.

Prior approval was granted for a change of use of Sheer House from offices (B1a) to residential (C3) (PLAN/2013/0552), however an earlier planning restriction (condition) prevents this from being implemented. Sheer House is considered an employment use of strategic importance in the District Centre and therefore in the Borough. The equivalent existing office floorspace should be re-provided within any redevelopment scheme.

There is an outline planning permission for a comprehensive mixed used redevelopment of the Sheer House portion of the site (PLAN/2017/0128).

The second portion of the allocated site is the block to the immediate south west of Station Approach, which includes a supermarket store and associated parking facilities.

The southern section of the site fronts the main junction of Old Woking Road, Parvis Road, Station Approach and Pyrford Road. Any development on the site would need to consider the impact of the road on pedestrian and vehicular movement through and around the site.

The site is within easy walking distance of West Byfleet Railway Station, bus stops and several community facilities including West Byfleet Health Centre and West Byfleet Junior

and Infant Schools. The Station Approach and Rosemount Parade Conservation Areas are located to the north and south.

Mixed use development would be suitable for this site due to its central location within the District Centre.

It is anticipated that the site could yield at least 91 net additional dwellings, additional community and retail floorspace, and office floorspace.

The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent District Centre site.

Roxburghe House on Lavender Park Road has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0544 and PLAN/2015/0869) as well as a residential extension to the roof to form five new flats (PLAN/2016/0045).

Globe House has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0147 and PLAN/2015/0015) and a rear extension to the existing building to form six new flats (PLAN/2016/0990).

Delivery arrangements:

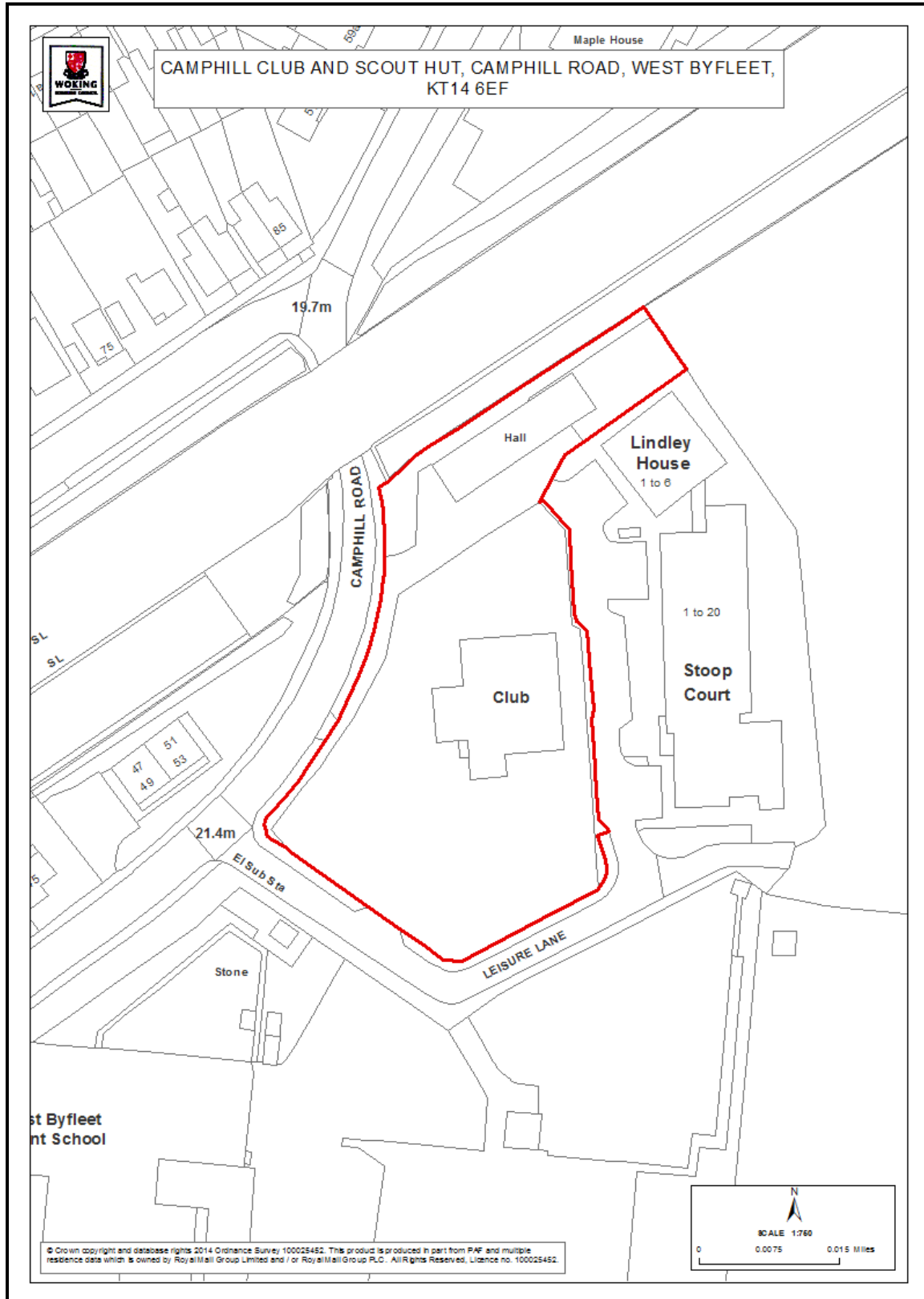
- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Two phase approach anticipated.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB022, SHLAABWB026 and SHLAABWB027);
- Employment Land Review;
- Employment Topic Paper;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Town, District and Local Centres Study;
- Planning applications PLAN/2014/0544, PLAN/2015/0869, PLAN/2014/0147, PLAN/2015/0015, PLAN/2017/0128, PLAN/2016/0045 and PLAN/2016/0990.

Proposal reference: UA43

Site address: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF





Policy UA43: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF

This 0.38 ha site is allocated for residential, including Affordable Housing, and community use.

To achieve this, the development must address the following key requirements:

- Re-provision of the existing community facilities on site as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Minor highway improvements may be required at the junction of the site with

Camphill Road;

- An effective access arrangement to ensure highway safety;
- The development should retain any trees of amenity value and protected trees (Tree Preservation Order);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The development design should have regard to the existing public right of way along the southern boundary of the site;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is located on Camphill Road, south of the railway line and to the west of West Byfleet allotments.

It is in used as a social club and scouts club with associated car parking to the front. The existing building is modern and single storey and is well screened from Camphill Road by trees and hedges.

There is an opportunity to redevelop the site for residential development. Due to the size of the site, it is possible to re-provide the existing community facilities within the site as part of a mixed use scheme.

The site is served by public transport and is within walking and cycling distance of West Byfleet District Centre.

It is anticipated that the site could yield at least 28 dwellings with community floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site was originally submitted to the Council by the landowner.

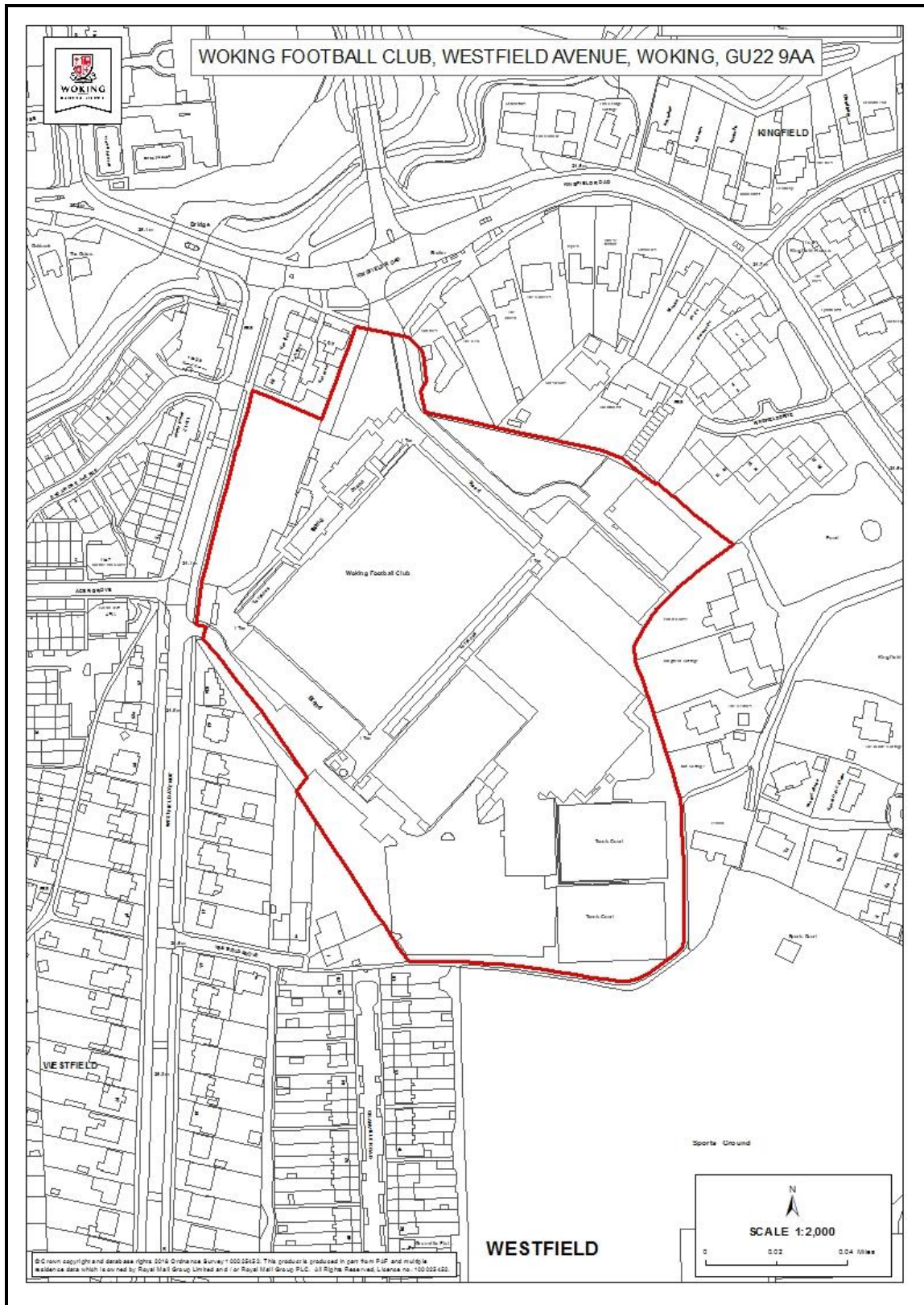
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB024);
- Natural Woking;

- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA44

Site address: Woking Football Club, Westfield Avenue, Woking, GU22 9AA





Policy UA44: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA

This 4.64 ha site is allocated for a mixed use development to include a replacement football stadium, residential including Affordable Housing, and commercial retail uses.

To achieve this, the development must address the following key requirements:

- Retain, and improve where feasible, the football stadium as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Development should provide a range of housing sizes as set out in Core Strategy Policy CS11: Housing mix;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Design of the development to have regard to the adjacent locally listed building;

- The development should directly address the street, in particular along Westfield Avenue;
- Servicing areas should be accommodated within the development to minimise street clutter;
- Building heights should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Appropriate and adequate provision of car, coach and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Highway improvements may be required at the junction of the site with Knaphill Road and Westfield Avenue to ensure an effective access arrangement to ensure highway safety;
- A residential, match day and non-match day events Travel Plan will be required;
- Careful site design consideration is required to minimise conflicts between the different land uses;
- The development should retain any trees of amenity value;
- Development should provide outdoor amenity space in line with local standards;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the proximity of the stadium to existing and proposed residential properties the development would need to consider the impacts on noise and light pollution and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- A Transport Assessment will be required to assess the likely transport impacts;
- A Travel Plan to minimise car use to and from the site;
- Any other site specific and other requirements will be determined on a case by case

basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within the existing urban area, in close proximity to Woking Town Centre and Westfield Neighbourhood Centre. It is well served by public transport.

The northern section of the site is currently used by Woking Football Club and includes a large purpose built supporters' stand as well as three standing terraces. The eastern section of the site contains a Snooker Hall, Gymnastics Club and hardstanding including car parking areas; the western section of the site fronting Westfield Avenue has recently been used during the construction of the adjacent Willow Reach development (PLAN/2010/0514); and the south of the site contains a gym and tennis centre.

There is an opportunity to redevelop the site to provide a replacement football stadium as well as residential, commercial retail development. A mixed use scheme is considered to be suitable due to the site's sustainable location.

It is important that any proposed redevelopment can demonstrate a satisfactory relationship between the proposed uses on the site. In particular issues regarding residential amenity, outlook and overlooking as well as pedestrian and vehicular movement through and around the site should be comprehensively addressed.

The site is considered to be available for redevelopment.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land owner has confirmed that the site is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE001);
- Sustainability appraisal;
- Habitat Regulation Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Section B – Development and infrastructure sites to be taken out of the Green Belt

Land Released for Development in the Green Belt

The Core Strategy sets out the strategic policy framework for managing development in the Borough between 2010 and 2027 and the necessary infrastructure to support it. This includes accommodation to meet the needs of Travellers.

The Core Strategy makes provision for the delivery of 4,964 net additional dwellings between 2010 and 2027. Most of this development will be delivered on previously developed land in the Town, District and Local Centres. Sufficient land has been identified in the main urban areas to meet housing land supply up to 2022 and it is the Council's priority that the timing of development on previously developed land takes precedence over development on land released from the Green Belt. The Core Strategy also commits the Council to identify sufficient land from the Green Belt to deliver at least 550 new dwellings between 2022 and 2027. The release of land from the Green Belt for housing and other development needs has been informed by the recommendations of the [Green Belt boundary review](#) and other evidence base studies.

The Council has also carried out a review of its Traveller Accommodation Assessment to determine the accommodation needs of Gypsies and Travellers and Travelling Showpeople. The assessment takes into account retrospective unmet need since 2012. A need for 19 pitches up to 2027 has been identified. Whilst no specific need has been identified for a transit site in the assessment, the Council has taken a strategic view into the future and has identified a site to serve future needs when justified.

An Infrastructure Delivery Plan was prepared to identify the necessary infrastructure to support the proposed development in the Core Strategy. This has now been renewed (2018) to bring it up to date. Amongst other things, the need for educational provision and open space were identified. Consequently, any site identified for housing development should have sufficient capacity to incorporate adequate green infrastructure. A specific site has been allocated to deliver a secondary school. The school has now been built and is in operation.

To ensure the enduring permanence of the Green Belt boundary, the Council has also decided to plan strategically ahead and safeguard land to meet future development needs and associated infrastructure for the period between 2027 and 2040.

A new defensible boundary to ensure the enduring permanence of the Green Belt boundary has been drawn to reflect the above proposals. This is illustrated on the Proposals Map and in **Appendices 2 and 3**.

Sufficient Green Belt land has been allocated by this Site Allocations Development Plan Document (DPD) to meet the housing requirement of the Core Strategy. Further land has been identified within the Green Belt to meet longer-term development needs beyond the plan period (which will only be released for development through a review of either the Core Strategy and/or the Site Allocations DPD).

Policy SA1: Overall policy framework for land released from the Green Belt for development

Land surrounding West Hall, Parvis Road, West Byfleet (Proposal Site GB10) is allocated for future residential development to include both market and Affordable Housing. The development of the site will be expected to integrate sufficient green infrastructure and landscaping to provide a buffer between the site and the adjoining Green Belt. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of this part of the site for development of the pitches will take effect from the date of adoption of the DPD.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- it would not prejudice the future development of the site for the proposed uses;
- the development is an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing for the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the housing requirement and there is no indication that the shortfall could be met by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.

Land adjacent to Egley Road, Mayford (Nursery) (Proposal Site GB7) is allocated for residential development to include both market and Affordable Housing and a school to meet future educational needs of the area and recreational/open space. The northern part of the site as hatched on the location plan for Policy GB7 is designated as an 'area of local separation' to provide a visual separation between Mayford and the rest of the urban area.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- It would not prejudice the future development of the site for the proposed uses;
- The development is an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing for the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the housing requirement and there is no indication that the shortfall could be met by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this

allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.

The release of part of this land for a school has been supported. Planning permission has been granted for a part of the land to provide a secondary school. Development is complete, and the school opened in September 2018.

Land south of Brookwood Lye Road, Brookwood (Proposal Site GB1) is allocated for future residential development to include both market and Affordable Housing.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- It would not prejudice the future development of the site for the proposed uses;
- The development is an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing of the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the requirement and there is no indication that the shortfall could be met within the plan period by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.

Land at Broadoaks, Parvis Road, West Byfleet (Proposal Site GB11) is released from the Green Belt and allocated for a mixed use development to include quality offices and research premises, residential including Affordable Housing and educational facilities. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings. If a case can be justified, the development of the site can come forward from adoption of the Site Allocations DPD. The Council has resolved to grant a planning permission for development on the site, subject to Section 106 agreement being agreed and signed.

Safeguarded Sites

Land at:

- Land south of Parvis Road and High Road, Byfleet (Proposal Site GB4)
- Land to the south of Rectory Lane, Byfleet (Proposal Site GB5)
- Woking Garden Centre, Egley Road, Mayford (Proposal Site GB8)

are released from the Green Belt and safeguarded to meet long term development needs of the Borough between 2027 and 2040. Until the land is released for the development, any development on any of the sites will only be acceptable in principle where:

- it would not prejudice the future development of the sites; and
- the development is an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

The safeguarded sites are not allocated for development during this plan period (2010-2027). They are safeguarded to meet future development needs and to prevent their future development being compromised. Consequently, it is not expected that they will be released for development before 2027. In any case, the safeguarded sites will only be released for development through the review of either the Core Strategy and/or the Site Allocations DPD.

Traveller Sites

Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2) is released from the Green Belt and allocated for an additional 6 Traveller pitches and a plot for a Traveller transit site from the date of adoption of the Site Allocations DPD.

Land surrounding West Hall, Parvis Road (Proposal Site GB10) is allocated for 15 Traveller pitches up to 2027. The release of this part of the site for the development of Traveller pitches will take effect from the date of adoption of the Site Allocations DPD, subject to any phasing that the Council will introduce to manage the delivery of Traveller pitches.

In accordance with the sequential approach set out in the Council's Green Belt boundary review report, permission in principle will be granted for the permanent use of the following sites for the specified number of pitches. Full planning permission will be required to approve details of any proposal that will come forward. The Council will seek to ensure that the sites meet the necessary standards for Travellers' accommodation. The sites will continue to be washed over by the Green Belt.

- Land to the south of Murrays Lane – 4 temporary pitches;
- Stable Yard, Guildford Road – 1 temporary pitch; and
- Land south of Gabriel Cottage, Blanchards Hill – 1 temporary pitch.

The annual delivery of pitches to meet the needs of Travellers will be managed and monitored in accordance with the evidence set out in the Traveller Accommodation Assessment (2013).

A new defensible boundary of the Green Belt has been drawn to reflect the above proposal at Five Acres. This is illustrated in the site boundaries map shown in Appendix 2. The Proposals Map will be amended to include the new definition of the Green Belt boundary (the existing Proposals Map is available at <http://www.woking2027.info/map>)

Any planning application for an allocated or safeguarded site or elsewhere in the Green Belt that does not comply with the requirements of the Site Allocations DPD will be refused.

All land allocated or safeguarded for release from the Green Belt will be removed from the Green Belt upon adoption of the Site Allocations DPD. Nevertheless the sites will continue to be subject to Green Belt policy until their release for development in line with Policy SA1, the overall policy framework for land released from the Green Belt for development.

Reasoned justification The Council is committed through the Core Strategy to release land in the Green Belt to meet future housing and infrastructure needs of the Borough but to do so in a managed and timely manner. There are specific sites (GB1, GB7 and GB10) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027 and the accommodation needs of Travellers (GB2 and GB10) from the adoption of the DPD to 2027. These sites are expected to make provision for the delivery of at least 550 new dwellings and 22 pitches. The principle of the timing for the release of the sites for development is in accordance with the spatial strategy for the Borough, which has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, the Council will resist the release of the sites for development prior to 2022 and/or as specified. It will also resist any development that will compromise their delivery for future housing provision. Until the sites are released for development, the requirements of the Green Belt policy as set in Policy CS6: *Green Belt* of the Core Strategy will apply.

The Council has a responsibility to meet the housing needs of all sections of the community including Gypsies and Travellers and Travelling Showpeople. A Travellers Accommodation Assessment (2013) has been carried out, which justifies a need for 19 pitches between 2012 and 2027. This is equivalent to an annual average pitch supply of 1.3 pitches. Two sites (Proposal Sites GB2 and GB10) are identified to enable the provision of 21 pitches in this period. In addition, permission in principle will be granted for the permanent use of the Borough's three temporary Traveller sites at Murrays Lane, land south of Gabriel's Cottage (Blanchards Hill) and Stable Yard (Guildford Road). The Council will manage the delivery of all of the sites to ensure that there is a steady delivery of pitches during the plan period. Any over or under supply of pitch provision will be avoided. The Council will be working in partnership with the Gypsy community and other stakeholders to ensure the sustainable delivery of the pitches, in particular, to facilitate an effective integration of the Travellers community with the settled community. It should be emphasised that based on the Gypsy and Traveller Accommodation Assessment (2006) that was used to inform the Core Strategy, the Council had met its pitch supply up to 2016. The 27 pitches that have been identified to meet future need up to 2027 takes into account any retrospective unmet need since 2012 that was not picked up by the 2006 Gypsy and Travellers Accommodation Assessment. The sites will be released for development after the adoption of the Site Allocations DPD. The Council has identified sufficient land to enable it to manage delivery well into the next plan period (land is needed for 22 pitches up to 2027, however, land has been identified for 27 pitches.)

The opportunity to provide a transit site for Travellers is allocated at Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2).

Policy CS16 of the Core Strategy emphasises the importance for development to be supported by adequate infrastructure. There is an increasing need for a secondary school that will be exacerbated by future housing growth in the area, including the future housing development of the allocated Green Belt sites. Part of the former nursery land adjacent to Egley Road, Mayford (Proposal Site GB7) has been allocated for the provision of a secondary school. The Council has worked with Surrey County Council and the Department for Education (Education Funding Agency) to ensure that there is a satisfactory case to justify the timing of the release of the site for development. The site has now been delivered for a secondary school and a leisure centre. The school opened in September 2018.

Whilst not a requirement of the Core Strategy, the Council has taken a long term strategic view about the future development needs of the area and is safeguarding a number of sites as identified

above to meet future development needs between 2027 and 2040. This is in accordance with guidance given in the National Planning Policy Framework (NPPF) and as a matter of good planning practice. The sites are not allocated for development during this plan period. They are safeguarded to ensure that their future development is not compromised. It is not expected that these sites will be released for development before 2027. Any application for their development will be strongly resisted unless it can be justified as an acceptable use in the Green Belt in line with the requirements of Policy CS6 of the Core Strategy. In any case, the release of any of the safeguarded sites for development will have to be done through the review of the Core Strategy and/or the Site Allocations DPD. The Council's approach of looking ahead into the future beyond the period of the Core Strategy is necessary to ensure that there is a permanent and enduring defensible boundary of the Green Belt. This is also consistent with national planning policy.

Broadoaks (Proposal Site GB11) is identified in the Core Strategy as a Major Developed Site in the Green Belt to deliver quality office and/or research premises. In accordance with the Core Strategy, the Council has also been open to the consideration of alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough. The Core Strategy requests the Council to keep the site under review when preparing the Site Allocations DPD. In line with the recommendations of the Green Belt boundary review report, the site is released from the Green Belt and allocated as an employment-led mixed use site to include quality office and research premises, education facilities, residential and housing to meet the accommodation needs of the elderly. It is anticipated that the flexibility introduced into the acceptable uses on the site will enable it to come forward to deliver much needed housing and at the same time achieve the economic objectives of the Core Strategy. There will be no time restriction on when the site could come forward for development during the plan period, and the Council will work in partnership with a prospective developer to facilitate comprehensive delivery of the whole site. The site has planning permission for a school and residential development that was justified on special circumstances grounds. The planning permission has not yet been implemented. The use of any part of the land for educational facilities will have to be justified by need. There is a resolution to grant planning permission for residential development, including Affordable Housing and specialist accommodation (C2 use class) and a new office subject to a Section 106 Agreement being agreed.

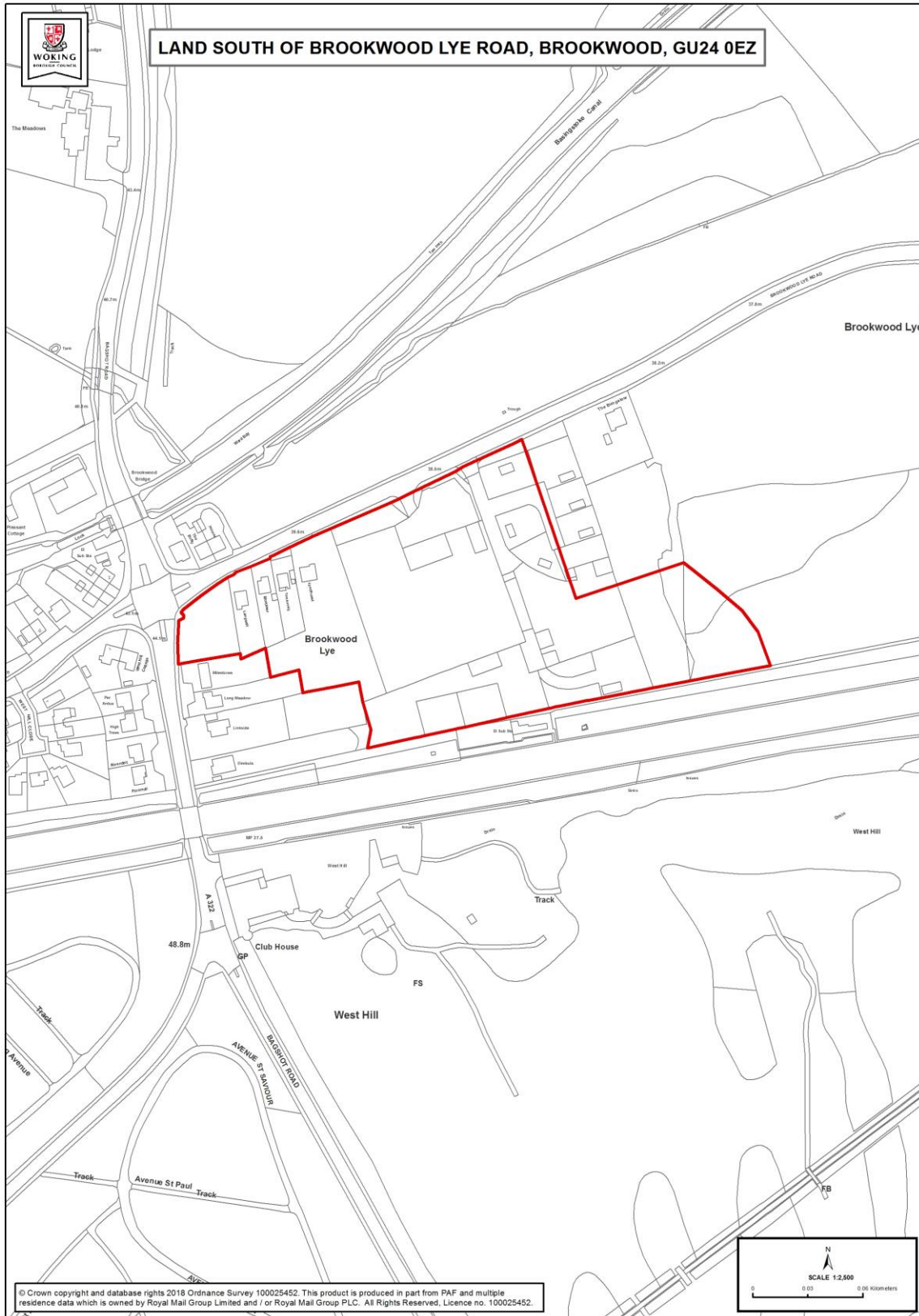
The proposed changes will lead to changes to the Green Belt boundary. A new defensible boundary has been drawn to reflect that. This is reflected in the maps in **Appendices 2 and 3** and is illustrated on the Updated Proposals Map.

Proposal Sites

Each Green Belt site is discussed in more detail, including an indication of the specific requirements each will be expected to meet, in the context of development plan policy requirements.

Proposal reference: GB1

Site address: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ







Policy GB1: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ

All land previously designated as Green Belt that falls within this 2.65ha site is excluded from the Green Belt. The Site is allocated for residential, including Affordable Housing between 2022 and 2027, in accordance with Policy SA1. To achieve this, the development must address the following key requirements:

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - The development's impacts upon Brookwood Crossroads;
 - The development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
 - Improvement to cycle routes.

In addition:

- Development should respect the local character and adjacent uses;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Affordable Housing provision in accordance with Policy CS12:

Affordable Housing of the Core Strategy, in this case 50% to be provided on site;

- Development to include on-site green infrastructure/open space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is adjacent to Flood Zones 2 and 3. Development proposals will be required to be accompanied by a Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – Flooding and Water Management);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding; therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity, for example a landscape buffer. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance) and retain and enhance any features of nature conservation value on-site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is accessibly situated on the eastern edge of, but predominantly outside of, the urban area of Brookwood village. Part of the site is previously developed land, including derelict glasshouses. The site's northern boundary fronts onto Brookwood Lye Road, with the main line railway on its south edge. The Green Belt boundary review (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need.

It is anticipated that the site could yield 93 dwellings (calculated at a density of 35 dph). The site has good access to Brookwood Station and local services by foot and by bicycle.

Delivery arrangements:

- The land is in single ownership and is known to be available for development;
- Developer-led.

Key evidence base:

- Green Belt boundary review (Parcel 22, WGB022a);
- Strategic Housing Land Availability Assessment (SHLAAHEA006);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD.

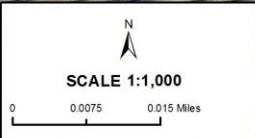
Proposal reference: GB2

Site address: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD





LAND AT FIVE ACRES, BROOKWOOD LYE ROAD,
BROOKWOOD, GU24 0HD



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Policy GB2: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD

This 0.61 ha site is excluded from the Green Belt and is allocated for 6 additional pitches, further to the 13 existing permanent pitches on this and the adjacent site, to meet the needs of Travellers and a plot for a Traveller transit site from adoption of the DPD (up to 2027), in accordance with Policy SA1.

To achieve this, the development must address the following key requirements:

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Statement. Potential issues to be addressed include:
- The development's impacts upon Brookwood Crossroads;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety;
- The development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
- Improvement to cycle routes.

In addition:

- Development should meet all necessary design standards and requirements for Travellers' accommodation and should reflect good practice, including the provision of amenity space and other facilities;
- Contribution towards infrastructure delivery in accordance with any site specific requirements that will be identified during the development management process (or any potential future review of the CIL charging schedule)

- Development to include on-site green infrastructure/open space/amenity space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is partly within Flood Zones 2 and 3. Proposals will be required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – Flooding and Water Management);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding; therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Visual or testing assessment is recommended;
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance and retain and enhance any features of nature conservation value on-site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape, ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This site is situated on the eastern edge of Brookwood village, and is partially comprised of an existing traveller site. The site faces Brookwood Lye Road, with the main line railway to the south.

The site has good access to Brookwood Station and local services by foot and by bicycle.

It is anticipated that the site will yield 6 additional Traveller pitches and make provision for a Traveller transit site.

Adjacent land at Coblands Nursery is proposed for release from the Green Belt for development between 2022 and 2027 (see Proposal Site GB1). For this reason the release of this land from the Green Belt from 2016 would not result in an isolated urban site within the Green Belt in the longer-term.

The site will assist in meeting the identified needs of Travellers up to 2027, as well as to provide a Traveller transit site within the Borough.

Delivery arrangements:

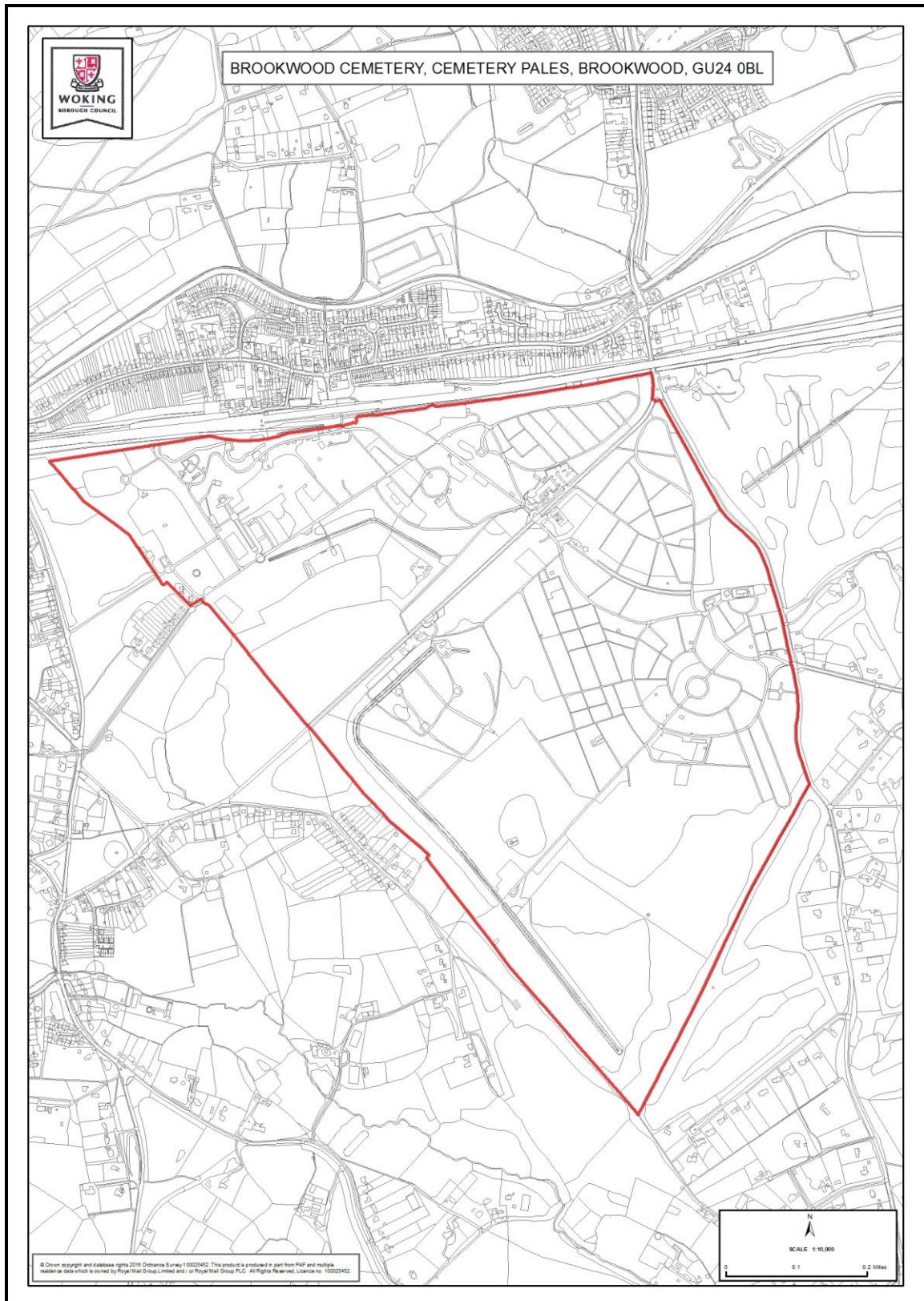
- The land is understood to be in single ownership;
- The site is an existing Traveller site and is available for further development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHEA007);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Traveller Accommodation Assessment (2013).

Proposal reference: GB3

Site address: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL





BROOKWOOD CEMETERY, CEMETERY PALES, BROOKWOOD, GU24 0BL



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Policy GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL

This 147.12 ha site is allocated for use as cemetery, crematorium and other forms of disposal, conservation and enhancement of the historic assets of the site, creation of visitor facilities and museum and display space to explain all matters related to death and operational facilities such as secured storage.

To achieve this, the development must address the following key requirements:

- Use of site for infrastructure needs and site layout to pay regard to heritage assets and their setting;
- Retention and enhancement of public rights of way;
- Incorporation of waste facilities to service the site;
- Excessive lighting to be avoided and designed to have regard to impact on landscape and biodiversity;
- Retain and enhance habitats and landscape features which have biodiversity value;
- Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;
- Built structures should not have a negative impact on the purposes and openness of the Green Belt, the landscape setting or the heritage designations of the site;
- English Heritage should be consulted;
- Proposals should seek to protect and or enhance the heritage assets on the site with the aim of removing the site from the 'Heritage at risk' register;
- The southern section of the site is within the Thames Basin Heath Special Protection Area (SPA). Careful consideration should be taken of the impact of development within or adjacent to this area. Natural England should be consulted;
- Any other site specific and other requirements will be determined on a case by case basis

depending on the nature of the scheme that would come forward.

Reasoned justification:

The site will continue to be washed over by the Green Belt. As an existing cemetery the site has the necessary capacity to meet the Borough's needs over the Plan period and beyond.

The site is currently on the Heritage at Risk Register and the Council as a landowner are working with the relevant organisations to protect and enhance the site. Any works or development on the site will have to pay regard to the various landscape and heritage designations.

Delivery arrangements:

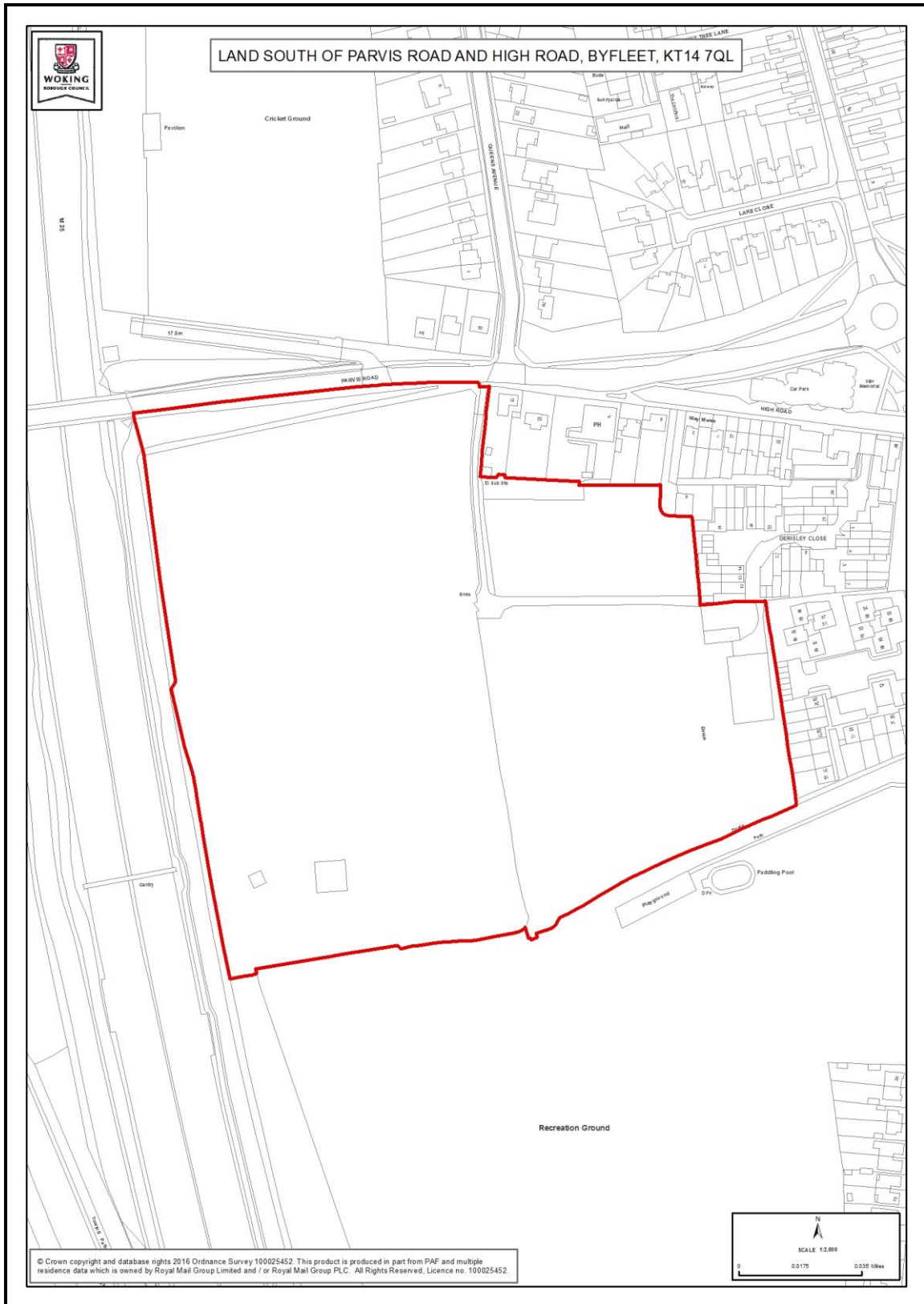
- The site is within single public ownership.

Key evidence base:

- Sustainability Appraisal;
- Habitat Regulation Assessment.

Proposal reference: GB4

Site address: Land south of Parvis Road and High Road, Byfleet, KT14 7QL







Policy GB4: (Safeguarded site) Land south of Parvis Road and High Road, Byfleet, KT14 7QL

This 5.83 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This site lies south of High Road and Parvis Road. The land is remnant countryside bordering the existing urban area of Byfleet and the M25. The Green Belt boundary review (GBBR) finds the site to be suitable for removal from the Green Belt.

Whilst significant constraints affect the western portion of the site, notably substantial electricity infrastructure (pylons) and noise from the M25, the eastern part of the site south of the existing building line is considered suitable for residential development. Use of the remaining land to the west will retain its open nature and assist in buffering Byfleet from the M25.

Together with other land assessed by the GBBR in Parcel 6, this site forms part of a larger site, which could be comprehensively master-planned to maximise development and environmental quality and deliver against the objectives of the Core Strategy. As a whole the sites provides the opportunity to deliver additional open space and recreation land and new residential.

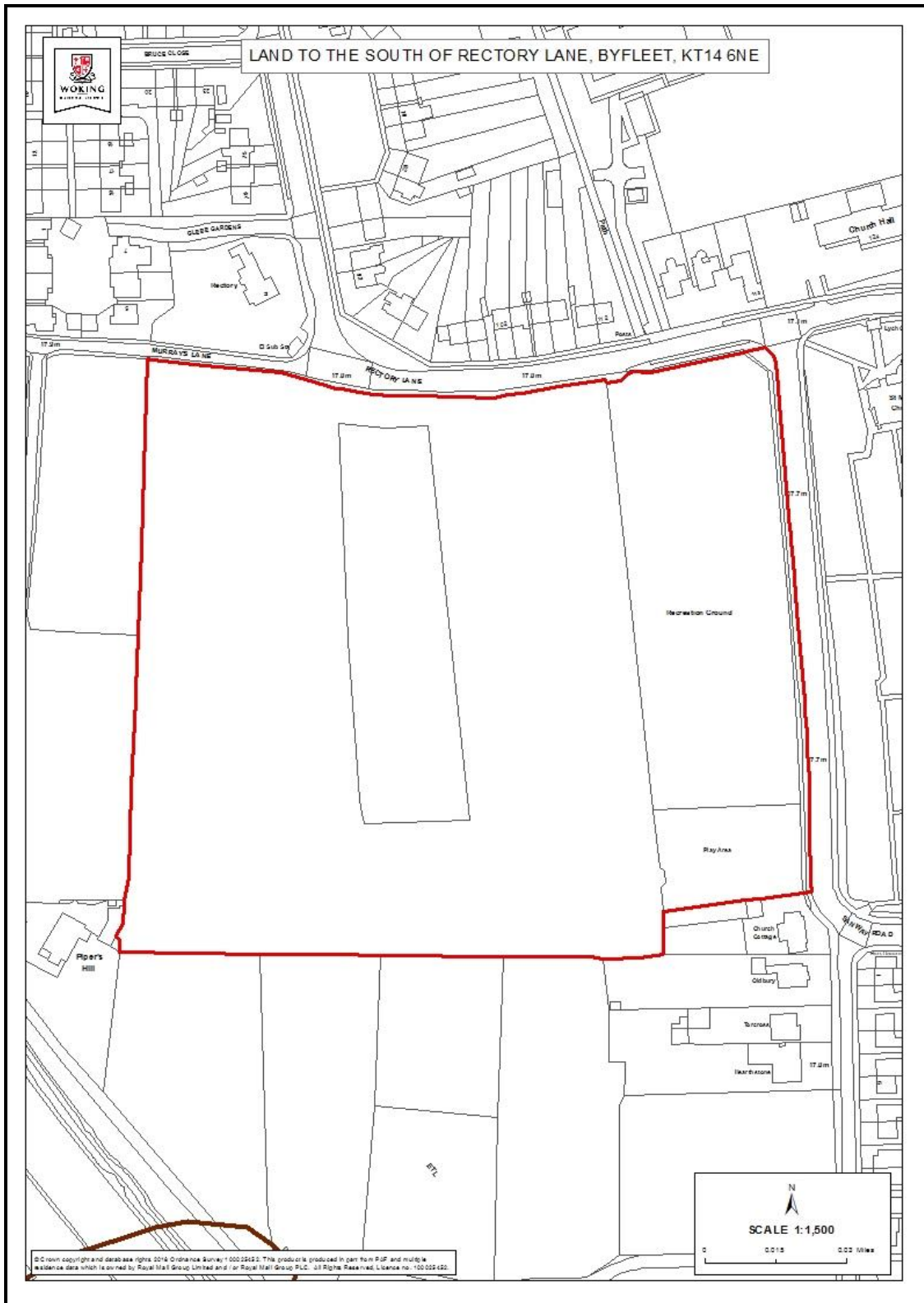
Estimated capacity of the site, given the sites good accessibility to local services in Byfleet Local Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt boundary review (Parcel 6 - WGB006a);
- Strategic Housing Land Availability Assessment (SHLAABWB010);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Proposal reference: GB5

Site address: Land to the south of Rectory Lane, Byfleet, KT14 7NE







Policy GB5: (Safeguarded site) Land to the south of Rectory Lane, Byfleet, KT14 7NE

This 4.40 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This site adjoins the existing urban area of Byfleet to the north, close to the line of the M25 and to the immediate south of Rectory Lane. It comprises a large flat paddock with trees and hedges on its boundaries, accessed via a bridle way. The Green Belt boundary review (GBBR) describes the site as highly suitable for removal from the Green Belt.

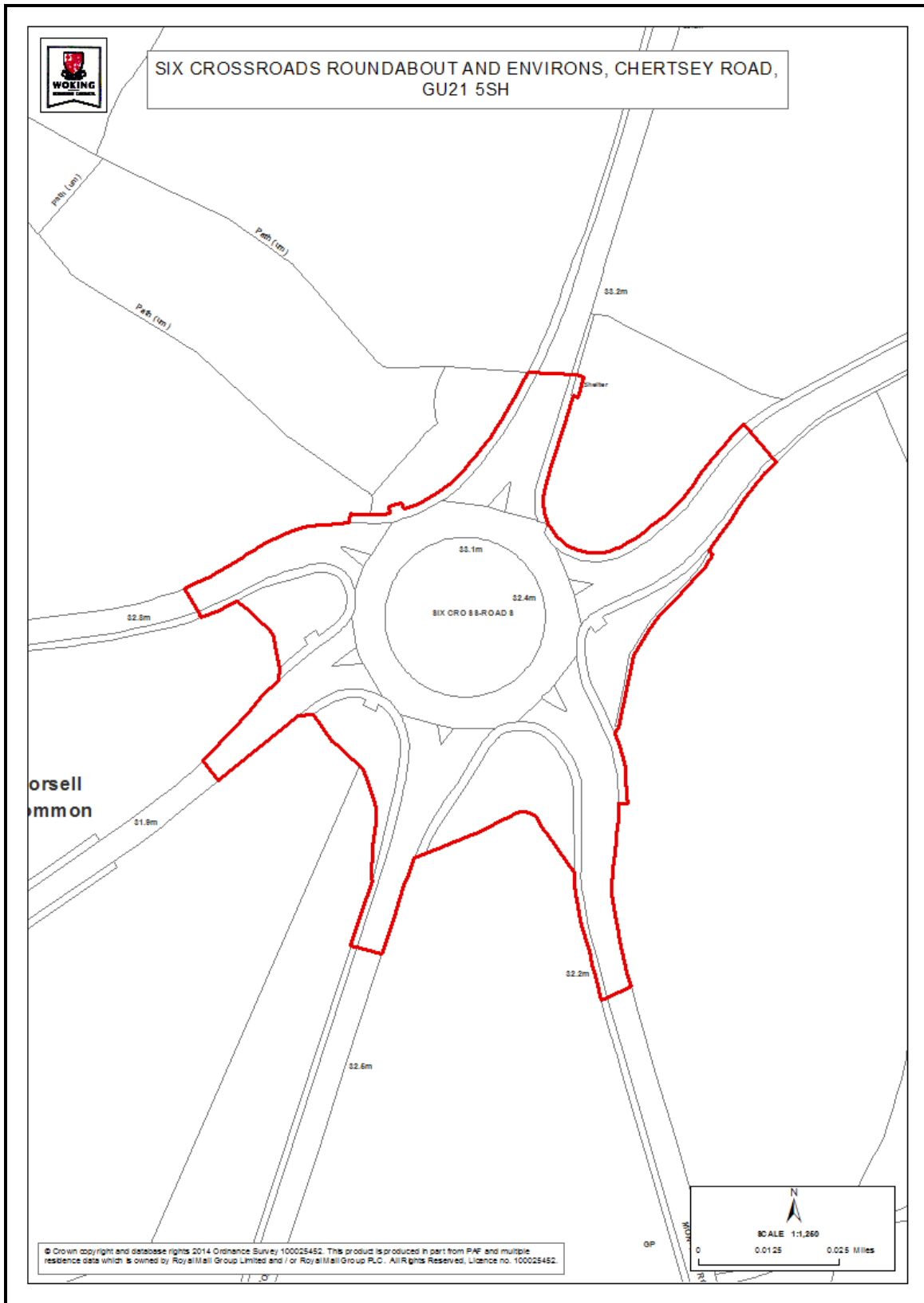
Estimated capacity of the site, given the sites good accessibility to local services in Byfleet Local Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 6 - WGB006b, WOK001);
- Strategic Housing Land Availability Assessment (SHLAABWB011);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Proposal reference: GB6

Site address: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH





Policy GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH

Land for essential infrastructure; a proposed junction upgrade and improvements to side roads at the Six Crossroads roundabout.

To achieve this, the development must address the following key requirements:

- Carry out a project specific HRA, given proximity to the Special Protection Area;
- The site is adjacent to a SSSI and SNCI. Any proposals should conduct a landscape and ecological survey to determine the levels of biodiversity and valuable landscape features on the site and the impacts on environmentally sensitive areas;
- The site is within a Biodiversity Opportunity Area (BOA). Any proposals should consider opportunities to achieve BOA objectives including restoration and creation of Heathland and Acid Grassland. Surrey Wildlife Trust should be consulted;
- The Council will liaise with Natural England to agree on the project timetable for the construction of the scheme that will ensure effective and efficient delivery of the scheme whilst at the same time conserving the integrity of the SPA;
- Construction phase to have regard to the sustainable use and re-use of resources and reduction and recycling of waste produced;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy & Forward Programme (LTS) (September 2014) identifies the Six Crossroads roundabout as a key junction, both in the immediate area and the wider Woking transport network. It is located to the north of Woking on the A320 and A245 corridors and is the point where the A245, A320 and Monument Road converge.

The A320 Corridor Study: Feasibility Study Final Report (April 2018) identifies that during the PM peak of the 2017 base year, the A320 North and South approach, the Monument Road approach and the A245 West approach were operating over theoretical capacity. The study identifies measures of mitigation to address and/or mitigate the existing situation and potential impacts arising from planned future development.

The Six Crossroads roundabout is also a major severance point for cyclists travelling between Ottershaw and Woking. The LTS proposes construction of toucan crossings across Shores Road and Woodham Road to link the existing shared use routes either side of the roundabout (as illustrated in the LTS Annex).

Proposed allocation GB6 lies adjacent to the SPA. The Habitats Regulations Assessment (HRA) highlights that the project would involve upgrade of the existing road junction and therefore there is potential for disturbance and reduced air quality on the adjacent SPA as a result of the construction process. It recommends that a project specific HRA is undertaken for this development should it be approved. This is reflected as a key requirement in the allocation above.

This land would remain in the Green Belt.

Delivery arrangements:

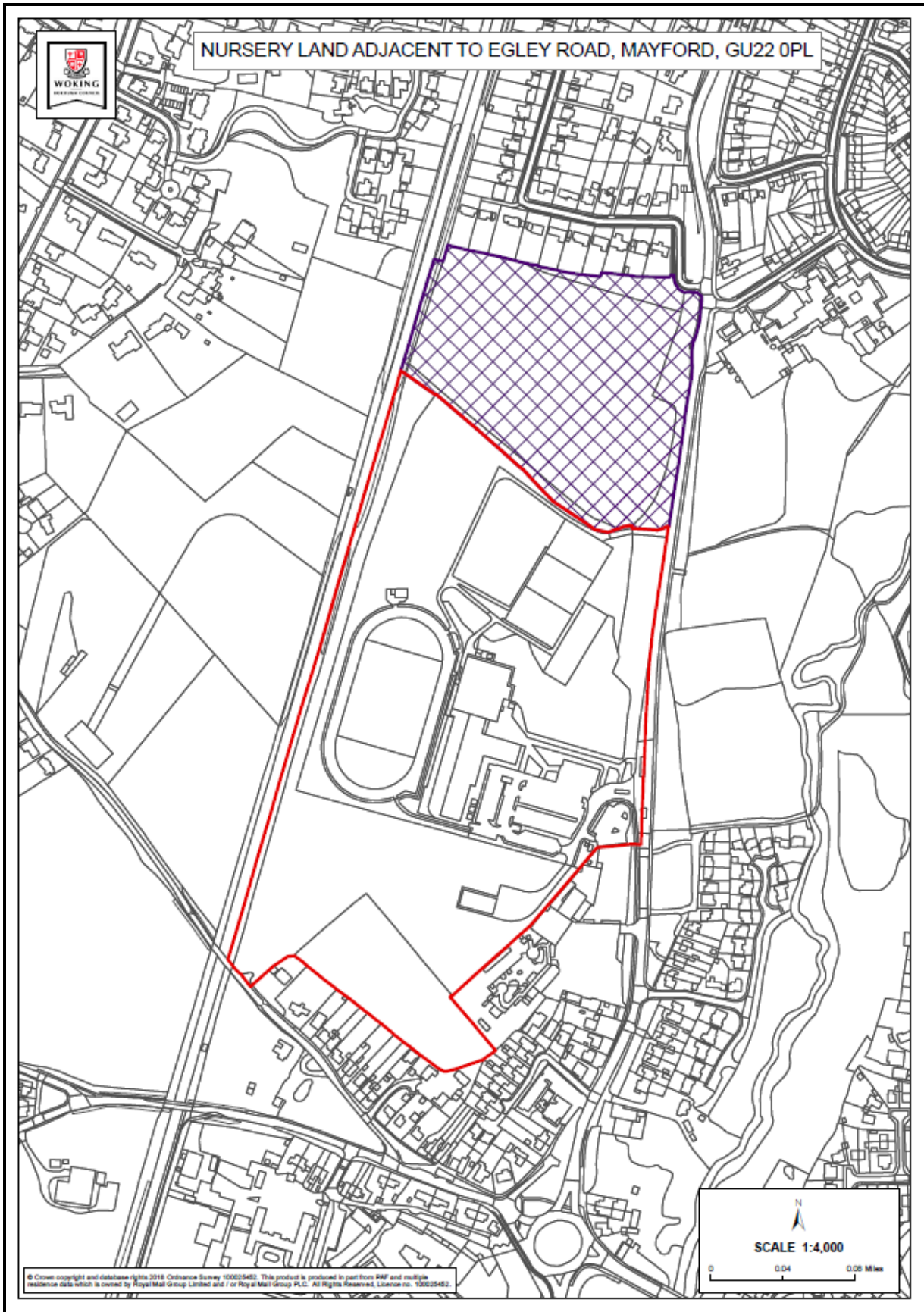
- The indicative start date for this project is 2019;
- This project is listed as one to be funded through the Community Infrastructure Levy;
- Some third party land may be required to achieve this infrastructure development.

Key evidence base:

- Woking Borough Community Infrastructure Levy Regulation 123 list (2014);
- Local Transport Plan (LTP)3 Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Design SPD;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- A320 Corridor Study: Feasibility Study Final Report (2018)

Proposal reference: GB7

Site address: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL







Policy GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL

This 18.65 ha site is excluded from the Green Belt and allocated for a mixed use development to include residential including Affordable Housing and recreational/open space between 2022 and 2027, in accordance with Policy SA1, and for a school to be developed during the Plan Period when a need can be justified and a special circumstances case can be established.

The northern part of the site which is hatched on the location plan is designated as an area of local separation to provide a visual gap between Mayford and the rest of the urban area. This part of the site is not for built development.

To achieve this, the development must address the following key requirements:

- Density of development to the south of the site should maximise the efficient use of the site without compromising the general character of the area;
- Shared school and community sports playing fields positioned within the central portion of the site would provide a green corridor, allowing views to be retained through to the railway embankment and rising escarpment beyond, whilst accommodating development to the north and south ends of the site;
- Retain protected trees and tree belts and strengthen with planting to create a wide landscape frontage along Egley Road, to enhance the sense of separation between the two settlements;
- Sensitive handling of site topography;
- Any flood lighting should be sensitively designed to minimise impact in landscape/townscape terms. Screening/bunding to create a buffer between the development, railway and the escarpment landscape beyond;
- This site features an Area of High Archaeological Potential in the north of the site. To ensure full information about heritage and archaeology informs its development, the developer will need to undertake an archaeological investigation and submit full details of

this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - new site access required onto A320, and
 - provision of pedestrian and cycle facilities (including a pedestrian crossing) and linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield, and south to Mayford Neighbourhood Centre and to recreation space beyond;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
 - Potential for development to share access with any later development on the adjoining Proposal Site GB9;
 - Any drop off point for the school would need to be within the development site;
 - Strengthen existing / new connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream;
 - Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
 - It is important that any development of this site demonstrates that it will in no way prejudices the later development of adjoining Proposal Site GB9, which is also recommended by the GBBR and is known to be available;
 - Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
 - Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
 - Opportunity to provide a pedestrian crossing on Egley Road, linking the existing primary school and proposed secondary school, plus existing (Hoe Valley Linear Park) and future green infrastructure corridors;
 - Opportunity for playing field facilities to be shared by the new school and the local community through a Community Use Agreement;
 - Opportunity for the relocation of the Athletics Track from Sheerwater if it is not retained on that site (UA32);
 - Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required. An Air Quality Assessment is recommended;

- Historical contaminative uses may have led to soil and groundwater contamination around just the former nursery buildings that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Undertake feasibility study for integration of CHP within the development;
- Improve provision of and connectivity to existing recreation spaces (main road and railway act as barriers);
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Appropriate landscaping, potentially to include landscaping to provide a buffer to the road, railway lines, Hillside and Chiltern Close;
- Careful design of layout to take into account environmentally sensitive sites and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land, to preserve their integrity;
- Take opportunities to make positive contribution towards biodiversity through the creation of green infrastructure, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network, the design solution should build in wildlife features/corridors;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This Green Belt site lies on the main southern route (A320) into Woking, adjoining the existing boundary of the urban area. It has excellent accessibility to local services, both in the Town Centre and the nearby Mayford Neighbourhood Centre. The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes, a secondary school and associated infrastructure in accordance with Core Strategy Policies CS6, CS10, CS12, and CS16.

The northern part of the site is protected against any form of built development by identifying it as an area of local separation to provide a visual gap between Mayford and the rest of the urban area.

A residential development yield of 168 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph).

Development of this site would not adversely affect the integrity of the escarpment. This former tree nursery does however occupy an important green gap between Woking and Mayford, the

integrity of which should be retained whilst accommodating development to assist in meeting identified needs.

The land rises four to five metres between the east and west boundaries. The extent of previous development on the site is limited to a redundant building and glasshouse frames. The site adjoins the London - Portsmouth main rail line on its western boundary.

Whilst there are presently limited local facilities within close walking distance of the site to serve the residential development proposed, there is the opportunity to later improve these through the provision of additional facilities on the adjacent land (see Proposal Site GB8).

The secondary school and the athletics track facility has now been implemented and opened in September 2018. The residential element of the proposal will be implemented between 2027 and 2040. The intended catchment area for intake to the new school overcomes concerns raised by the County Highway Authority in respect of barriers to good non-vehicle connectivity in approaches from the west (poor road / bridge links over / under the railway via Hook Hill Lane and Blackhorse Road) and east (severance by the Hoe Stream).

The site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring a strong defensible Green Belt boundary.

Delivery arrangements:

- The land is in single ownership, there are no known legal or ownership problems associated with the site;
- Developer-led.

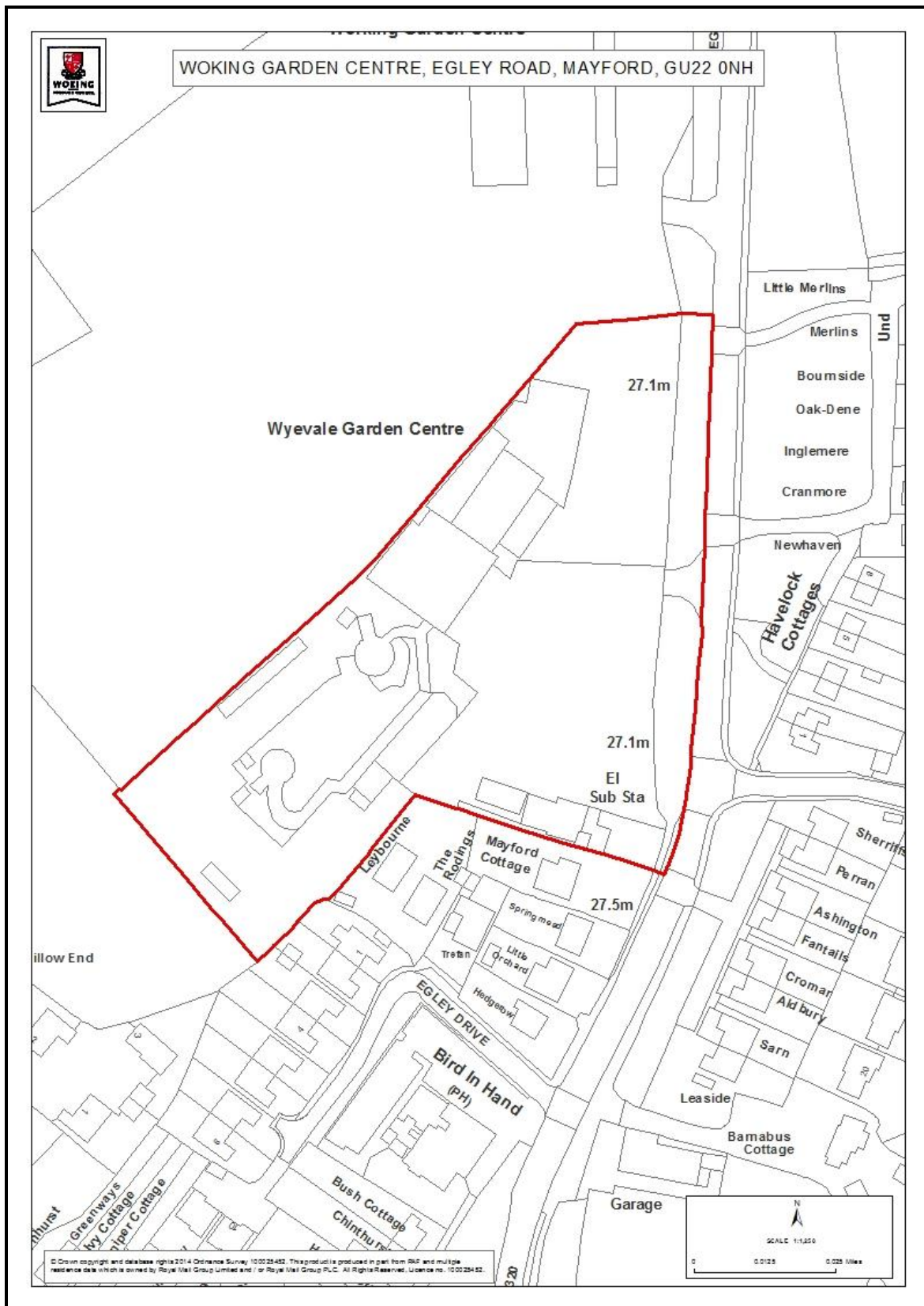
Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020a);
- Letter from Surrey County Council Schools Commissioning Officer (North West), 6 October 2014, regarding secondary school provision in Woking Borough;
- Strategic Housing Land Availability Assessment (SHLAAHEA013);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Planning permission PLAN/2015/0703.

(This site has previously been referred to as Jackman's Nursery, and the Showground)

Proposal reference: GB8

Site address: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH







Policy GB8: (Safeguarded site) Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH

This 1.62 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of Mayford Village Settlement Area but is within the Green Belt. It has excellent accessibility to local services, both in the Town Centre and adjoining Mayford Neighbourhood Centre.

The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes and retail / community facilities to enhance the local centre, in accordance with Core Strategy Policies CS6, CS10, CS12, CS16 and CS19.

Estimated capacity of the site, given the sites good accessibility to local services in Mayford Neighbourhood Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 20 - WGB020a);
- Strategic Housing Land Availability Assessment (SHLAAHEA024);

- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Proposal reference: GB9

Site address: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS







Policy GB9: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS

This 8.51 ha site is safeguarded to meet long term green infrastructure needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for delivering this green infrastructure site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. This site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This 7.9 ha Green Belt site is situated at a high point of the Escarpment or rising ground of landscape importance and is unsuitable for built development. Trees are safeguarded by a Tree Preservation Order.

The Green Belt boundary review (GBBR) recommends the site for solely green infrastructure. The site boundary is drawn to include the railway line and Hook Hill Lane. Whilst these areas would not be redeveloped, their inclusion will assist in ensuring a strong defensible Green Belt boundary in the future.

The north eastern site boundary faces land referred to by the Green Belt boundary review as site WGB020g. Upon adoption of the Site Allocations DPD, the land abutting the Proposal Site will become part of the Urban Area.

Delivery arrangements:

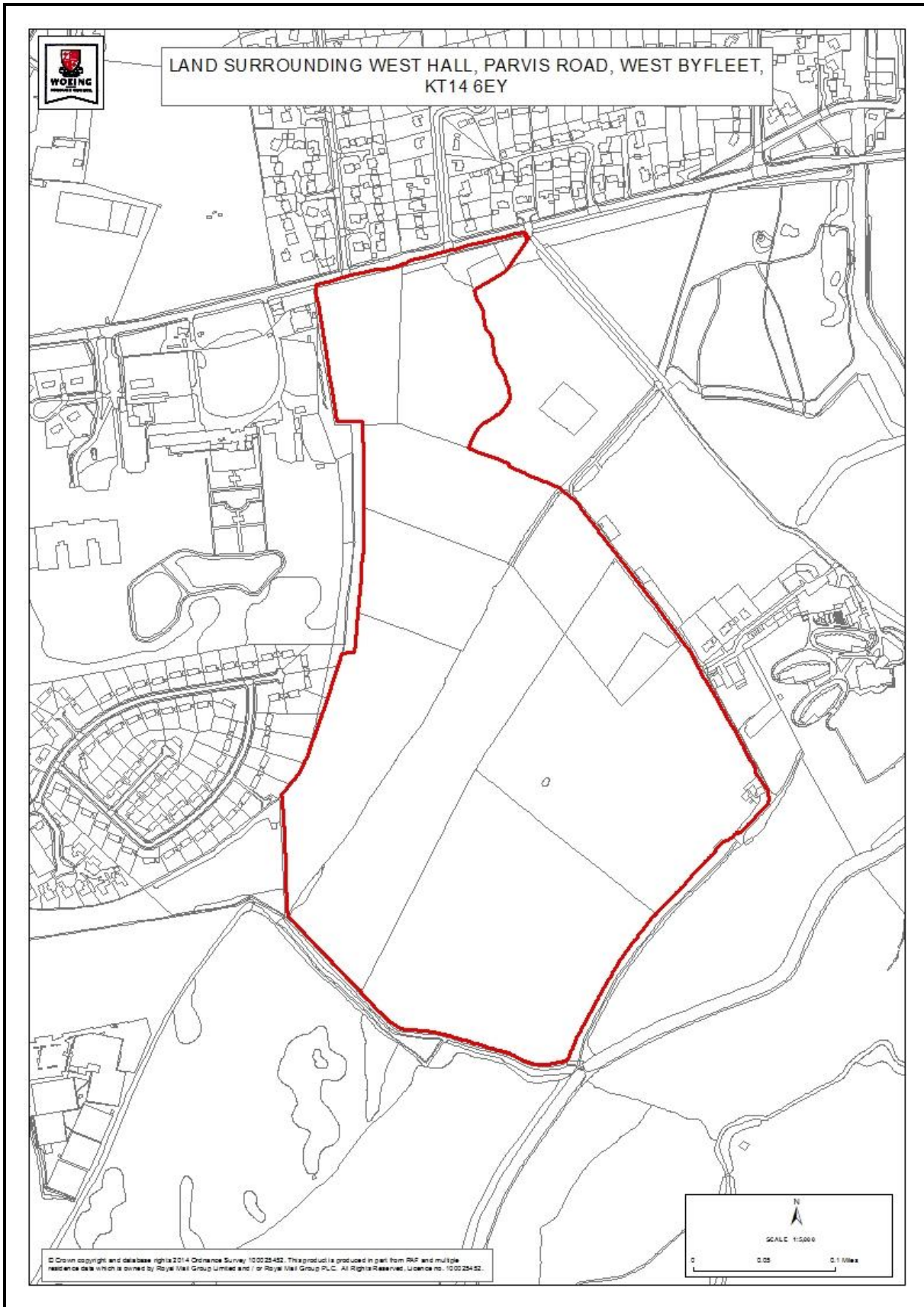
- This land is in single ownership.

Key evidence base:

- Green Belt Boundary Review (Parcel 20, WGB0020f);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Strategic Housing Land Availability Assessment (SHLAAHEA002).

Proposal reference: GB10

Site address: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY







Policy GB10: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

This 29.33 ha site is allocated for residential including Affordable Housing development between 2022 and 2027, in accordance with Policy SA1. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of this part of the site for development of Traveller pitches will take effect from the date of adoption of the DPD.

To achieve this, the development must address the following key requirements:

- Any development here will need to include significant elements of Green Infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12);
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Net developable area of approximately 14.8 ha for residential development;
- Development to integrate approximately 4.7 ha of public open space and green infrastructure within the site;
- Retain large areas of woodland and parkland setting and strengthen where possible;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - significant infrastructure required to provide access to A245,
 - lack of pedestrian and cycle infrastructure (including crossing) that would link to the

surrounding strategic pedestrian and cycle network,

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- bus stop provision and direct access to this;
- Potential to explore access for all modes with the adjacent Broadoaks site (GB11);
- Development will need to be sensitively designed to create a strong landscape edge, in particular along the southern section of the site that is adjacent to the Wey Navigation;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Mitigation of impacts upon the Thames Basin Heaths Special Protection Area;
- Additional Green Infrastructure could also be provided on land to the east which is also within the same ownership but which would remain within the Green Belt (GBBR, Table 4.3, footnote 5) – ‘this land could provide Green Infrastructure for the development within the Green Belt which would act as a buffer to the Wey navigation corridor with its distinctive character and wildlife corridor function.
- Access to the development could be provided through Green Belt land from Parvis Road, with a potential pedestrian access through Broadoaks which would give a more direct route into West Byfleet town centre and its services and facilities. The retention of the northern part of the parcel within Green Belt would help to avoid perception of development narrowing the Green Belt separation between Byfleet and West Byfleet. New Green Belt boundaries could be defined along existing features, although some are relatively weak and would require reinforcement along the south-west and southeast (GBBR paragraph 4.3.6);
- Taking into account biodiversity and flooding constraints, form new Green Belt boundary along edge of development to retained wedge of land adjacent M25 and retaining land to the north of the development within the Green Belt’;
- Setting of heritage designations and assets including statutory and locally listed buildings at West Hall and Broadoaks and Wey Navigation Conservation Area;
- Improvement of cycle routes, linking into the existing cycle network;
- Significant highway, access and transportation improvements would be needed. These will be identified through a Transport Assessment at the planning application stage;
- Location of primary access – new access from Parvis Road, via a new roundabout at junction of Parvis Road with Blackwood Copse;
- Secondary access – existing A245/West Hall drive, Parvis Road (for emergency access purposes). Care home and existing West Hall properties would continue to be accessed via this unnamed road;
- A travel plan will be required;
- Dodds Lane footpath is adjacent to the southern boundary of the site. Development should seek to connect to this footpath to increase accessibility to and through the site. Improvements should be carried out to the existing footpath if necessary;
- The site is adjacent to a Biodiversity Opportunity Area (BOA) and should consider

opportunities to achieve BOA objectives;

- Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;
- The site is designated as a safeguarded site for potential mineral resource. Surrey County Council should be consulted;
- Due to the proximity to significant traffic on the M25, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, to also include impacts from Parvis Road;
- Historical contaminative uses may have led to soil and groundwater contamination on this former MOD land that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- The site is within Flood Zone 1 but features a number of existing drainage channels, meaning there is a risk of flooding. The site is also adjacent to Flood Zones 2 and 3 whilst a principle aquifer is located within the site. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency is required. Flood Risk from onsite and adjacent ordinary watercourses will need to be assessed and details submitted as part of a Flood Risk Assessment with any planning application;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Creation of new/improvement of existing open space for leisure and recreation as part of site development;
- Improve sustainable transport infrastructure including pedestrian and cycle links and bus services to West Byfleet District Centre, and to surrounding open spaces for recreation;
- Investigate increased need for education infrastructure and appropriate contributions to be made;
- Engagement with Natural England to determine quality of Agricultural Land;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site (such as TPO areas, woodland, parkland, Biodiversity Opportunity Area, Wey Navigation wildlife corridor) – design to have regard to biodiversity opportunities;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Seek to retain and improve natural features and habitat connections;

- Provision of new and improved green infrastructure and improved connectivity to wider GI network, with a view to minimise impact of development on character of landscape and settings of heritage assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change;
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. The MPA would require a Minerals Assessment to be carried out based on borehole investigations. If reserves are confirmed it will need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by any future residential development;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This Green Belt site is very sustainably located, to the east of West Byfleet, adjoining existing urban area in residential use, the Broadoaks site (currently in the Green Belt however see Proposal Site GB11) and the West Hall Estate (a mix of offices, a nursery, dwellings, a care home and grazing land within the Green Belt). Whilst this land is particularly sensitive in landscape terms, it has great potential to deliver sustainable development; however development will need to be sensitively designed to create a strong landscape edge to the settlement.

The remaining wedge of Green Belt land to the east of the site and the M25 would serve to maintain effective separation between the settlements of West Byfleet and Byfleet as well as protect valued features (the ancient woodland of Old Wood, locally listed West Hall and its setting, biodiversity and flooding characteristics).

This site is identified in the Green Belt boundary review as a suitable area for removal from Green Belt within the wider promoted land.

It is anticipated that the site can achieve a residential development yield of 555 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph), whilst at the same time setting aside land to enable the delivery of 15 Traveller pitches.

There is scope for significant areas of landscaping to create an appropriate boundary to the Green Belt in this location whilst conserving as much of the landscape setting as possible.

The entire site is contained within a Mineral Safeguarding Area for concrete aggregate¹. Surrey County Council has been consulted. Surrey Minerals Plan Policy MC6 states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The assessment of potential mineral zones (PMZs) undertaken for the plan in 2004 provides additional information. This includes PMZ80 - West Byfleet, which includes the proposed residential site. The assessment at that time was that the small quantity of mineral reserve (approximately 0.5 million tonnes) and the difficulty of access would mean that the

¹ Surrey Minerals Plan Core Strategy 2011, Policy MC6 – Safeguarding mineral resources and development

extraction of the sand and gravel would be very unlikely to be viable. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. The MPA therefore would require an accurate assessment of reserves based on borehole investigations. If reserves are confirmed the MPA would need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by future residential development.

Delivery arrangements:

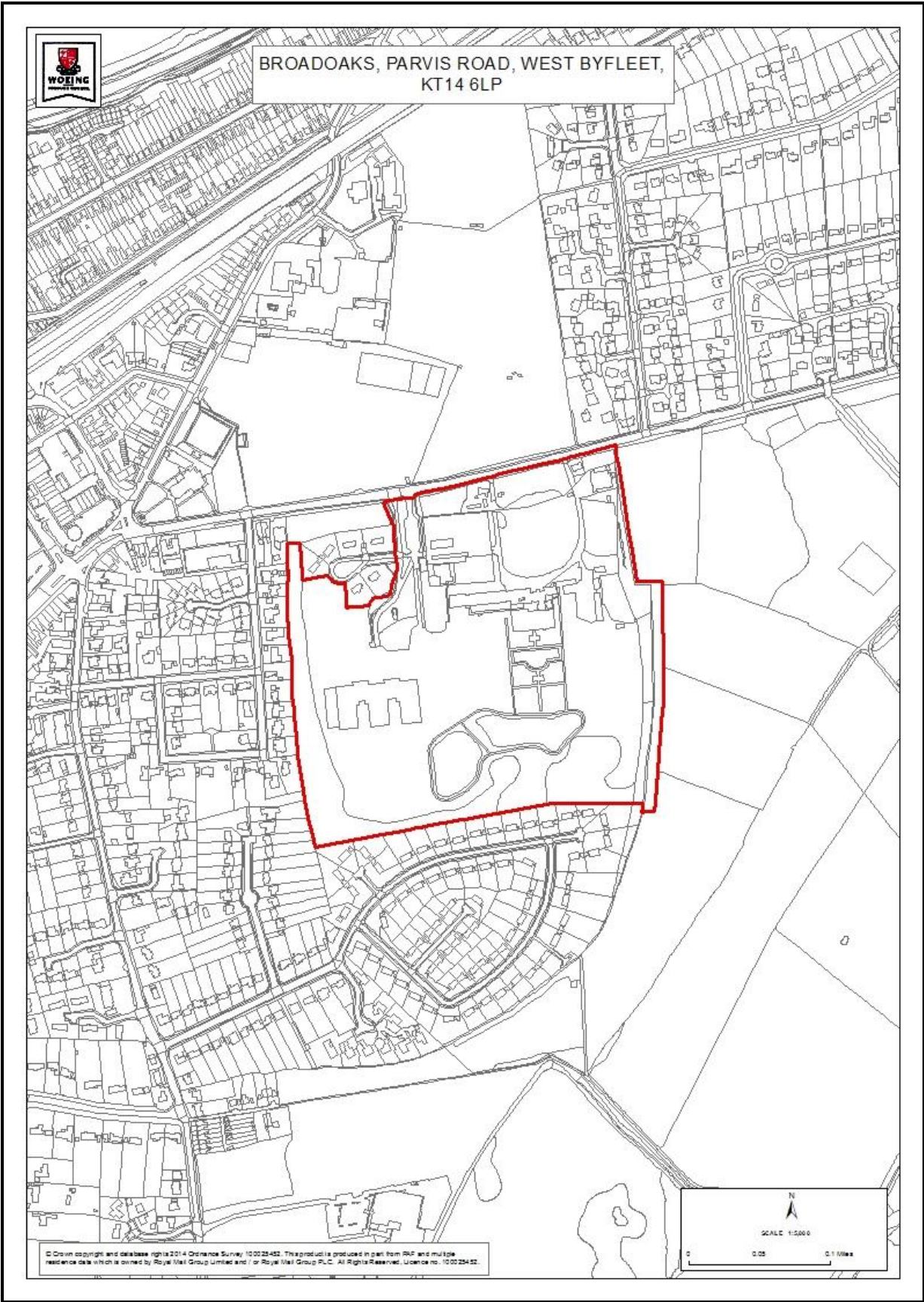
- The land is in single ownership;
- Developer-led;
- Phasing may be required.

Key evidence base:

- Green Belt boundary review (Parcel 4, WGB004a);
- Strategic Housing Land Availability Assessment (SHLAABWB030);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Sustainability appraisal;
- Habitat Regulations Assessment.

Proposal reference: GB11

Site address: Broadoaks, Parvis Road, West Byfleet, KT14 6LP





BROADOAKS, PARVIS ROAD, WEST BYFLEET,
KT14 6LP



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Policy GB11: Broadoaks, Parvis Road, West Byfleet, KT14 6LP

This 14.7 ha site is excluded from the Green Belt and is allocated as a mixed use development to include quality offices and research premises, residential including Affordable Housing and educational facilities. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings types. If a case can be justified, the development of the site can come forward at any time within the Plan period and in accordance with Policy SA1.

To achieve this, the development must address the following key requirements:

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Mitigation of the impacts of residential development upon the Thames Basin Heaths Special Protection Area (TBHSPA), in line with the Council's latest TBHSPA Avoidance Strategy;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Include significant elements of green infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12)
- Development design would need to retain and enhance the setting of the site's Grade II statutory listed buildings and various locally listed buildings;
- Retain protected trees and tree belts and strengthen with planting to enhance the sites landscape character;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Avoid development on the site frontage, which is considered to form a significant part of the setting of these listed buildings;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - Significant A245 - site access junction likely to be needed to provide vehicular access to the site. Depending on the scale of the employment use proposed, further off-site highway improvements may be necessary on A245 away from site;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
 - Need to address lack of pedestrian and cycle infrastructure on south (development site) side of A245 and need to provide new / improved pedestrian / cyclist N - S crossing facilities over A245 to enable access to the existing pedestrian / cyclist facilities;

- Bus stops should be located close to the A245 site frontage and the site layout / design should provide as direct as possible a route from the development to those stops;
- A245 non-vehicle infrastructure improvements should be provided to enable site residents to cross the A245 / connect to existing pedestrian / cyclist infrastructure and hence access local transport services;
- Due to the proximity to traffic on the M25 and Parvis Road, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required to ensure no adverse impact (whilst recognising no residential development proposed). Further conditions/informatives may be needed to protect off-site residential amenity;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF). The site is also located within a high risk groundwater vulnerability zone;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Improvements to cycling and pedestrian links from and to site and West Byfleet District Centre;
- Amenity of residential area to west to be taken into account with regard to any increased lighting;
- Design of development to enable conservation of protected trees (site is designated a Tree Preservation Order Area), established tree belts and of woodland habitat to the east;
- Development to include new/improved green infrastructure and improve connections to wider GI network;
- Site layout and design to retain/create a strong landscape edge to development;
- Development to consider possibility of sensitive re-use/restoration of heritage asset;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site has an extant planning permission as a high quality office and research park set within landscaped grounds. Retention of this site for quality office and/or research premises is important as no other similar sites are available within the Borough.

There is an extant planning permission, part implemented, for B1-use employment development, which includes a substantial package of A245 highway works (appeal decision PLAN/1998/0340).

Permission was granted in 2011 for change of use of block C from Offices to flexible office and data centre use (PLAN/2011/1127). It is acknowledged that there is currently a resolution to grant another planning permission on the site subject to Section 106 being agreed.

Completion of the Broadoaks scheme will assist in improving the profile of the West Byfleet centre as a business location.

Policy CS15 - *Sustainable economic development* recognises and safeguards the site for use as a high quality business park. The site is allocated for employment development comprising around 16,722 sqm offices.

The Core Strategy acknowledges that alternative uses may be considered; 'the Council will consider justified alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough'.

This existing large partially developed site is currently designated by the Core Strategy as a Major Developed Sites in the Green Belt. This proposed allocation would supersede that designation by removing the site from the Green Belt and expanding the acceptable uses on the site. The site would remain a Major Employment Site, protected by Policy CS15 – *Sustainable economic development*.

Planning permission has been granted for the change of use from B1 to D1 (secondary school) alongside 155 dwellings (PLAN/2015/0987). At present, no works have taken place on site to implement this permission. There is also a resolution to grant planning permission for residential, specialist accommodation (C2 Use Class) and a new office subject to a call in by the Secretary of State and a Section 106 Agreement being agreed.

The site is very well-contained in the landscape, surrounded by woodland to the east (Tins Wood and Dodds Wood), and lies the visual envelope of the existing built up area of West Byfleet.

Paragraph 7.3.8 of the GBBR notes that the site 'already contains significant development with consent for redevelopment. The area to the east of this is recommended for removal from the Green Belt to accommodate new development, and it will no longer serve any Green Belt purposes'.

Exclusion of this area of land will not alter its use but will assist in rationalising the Green Belt boundary, to ensure a strong defensible boundary that will endure in the future, as required by national planning policy and in line with the commitment given in Core Strategy Policy CS6 that any release of Green Belt land to meet the development requirements of the Core Strategy does not undermine the overall purpose and integrity of the Green Belt.

On adoption of the Site Allocations DPD, the land abutting this site to the west (Hobbs Close) will become part of the urban area and therefore removed from the Green Belt. This will create a defensible Green Belt boundary.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;

- Phasing could be required.

Key evidence base:

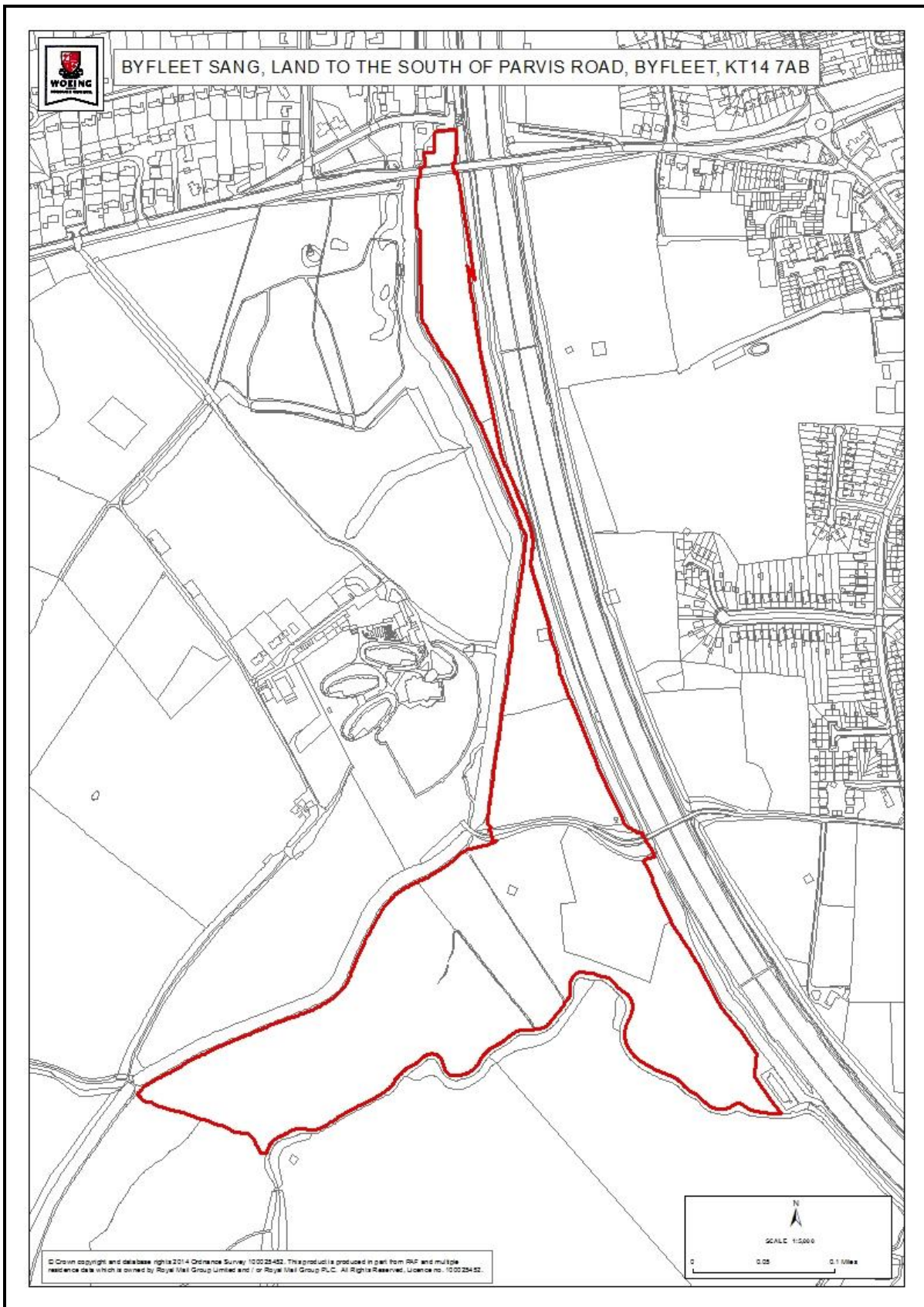
- Green Belt Boundary Review (Parcel 4, Area D);
- Employment Land Review;
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- English Heritage list entry;
- Strategic Housing Land Availability Assessment (SHLAAWB018);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Planning permission PLAN/1998/0340, PLAN/2011/1127 and PLAN/2015/0987.

Section C – Land for open space/SANG use within the Green Belt

These groups of sites are identified as SANG land to mitigate the impacts of residential development on the SPA and to provide open space and/or green infrastructure to serve the development proposals. They are appropriate uses in the Green Belt and are therefore proposed to remain within the Green Belt. They will provide the opportunity to improve infrastructure to serve existing communities as well as support planned new development. The nature of this opportunity is in each case explained in the Proposal. These Proposal Sites have references beginning GB.

Proposal reference: GB12

Site address: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB





BYFLEET SANG, LAND TO THE SOUTH OF PARVIS ROAD, BYFLEET, KT14 7AB



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Policy GB12: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB

This 15.43 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

To achieve this, the development must address the following key requirements:

- To be a designated a SANG the site will need to fulfil a certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible.
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The following constraints will have to be addressed in any SANG Proposal and Management Plan:
- The site is within Flood Zone 2 and 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;

- The site is within a Biodiversity Opportunity Area; consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted.
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from urban area via Parvis Road and from any new development later in safeguarded Proposal Sites GB4 and GB5;
- Improvement of public footpaths within site (to fulfil Natural England requirements for SANG development);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: Woking Borough Council has acquired this land for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

At present, SANG provision is generally focused in the north, south and west of the Borough. The provision of SANG in this location offers the opportunity to improve coverage to the east of the Borough and generally improve connections and accessibility between the various open spaces in this part of the Borough.

The site would provide SPA mitigation for a capacity of 799 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

- Woking Borough Council has purchased this land for use as a future SANG. Arrangements are in hand to bring this proposal forward;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment.

Proposal reference: GB13

Site address: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR







Policy GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR

This 24.8 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

To achieve this, the development must address the following key requirements:

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan have been prepared for the site to ensure that the site meets the SANG criteria and ensures adequate maintenance in perpetuity.
- Some adjustment of the SANG site boundary may be required to accommodate wildlife habitat in accordance with a condition of the planning permission;
- Provision of improved accessibility to open space via pedestrian/cycle links, particularly from Brookwood Farm to the east and Brookwood urban area to the south;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider Green Infrastructure network;
- The site is within Flood Zone 2 and 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;

- Incorporation of waste facilities to service the open space;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This land was in part approved as SANG as part of the Brookwood Farm development, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

Details were set out in the planning application for development of the land at Brookwood Farm (PLAN/2012/0224) which was completed in July 2018. This is a bespoke SANG associated with the residential scheme of 297 dwellings. Brookwood Farm is a Proposal Site identified in the Local Plan 1999. The SANG is to be located to the west of the site, creating a soft edge to the new scheme. The site is currently semi improved grassland with limited access. The site itself is well connected to other open spaces, including the existing Brookwood Country Park SANG and would make a positive contribution to the wider green infrastructure (GI) network.

There is the opportunity to enlarge the SANG approved as part of the Brookwood Farm development to incorporate the wider landscape to the south of the site. This enlargement is considered to be acceptable in principle by Natural England. The Council will continue to engage with Natural England in developing detailed plans for this element of the site.

The site would provide SPA mitigation for a capacity of 612 dwellings (provisional calculation, subject to the advice of Natural England).

This SANG will provide mitigation for the Brookwood Farm development as well as some additional development in the Borough.

The land would remain within the Green Belt.

Delivery arrangements:

- A legal agreement has been signed which secures the delivery of the SANG in accordance with the SANG Proposal and Management Plan (these are appended to the legal agreement for PLAN/2012/0224). These have been informed by comments by Natural England, Surrey Wildlife Trust and the Environment Agency. Ongoing consultation with Natural England on outstanding matters.
- Delivery secured through S106 in conjunction with planning permission PLAN/2012/0224. The first part of this new SANG is anticipated to come into use in 2019, subject to essential works being carried out.

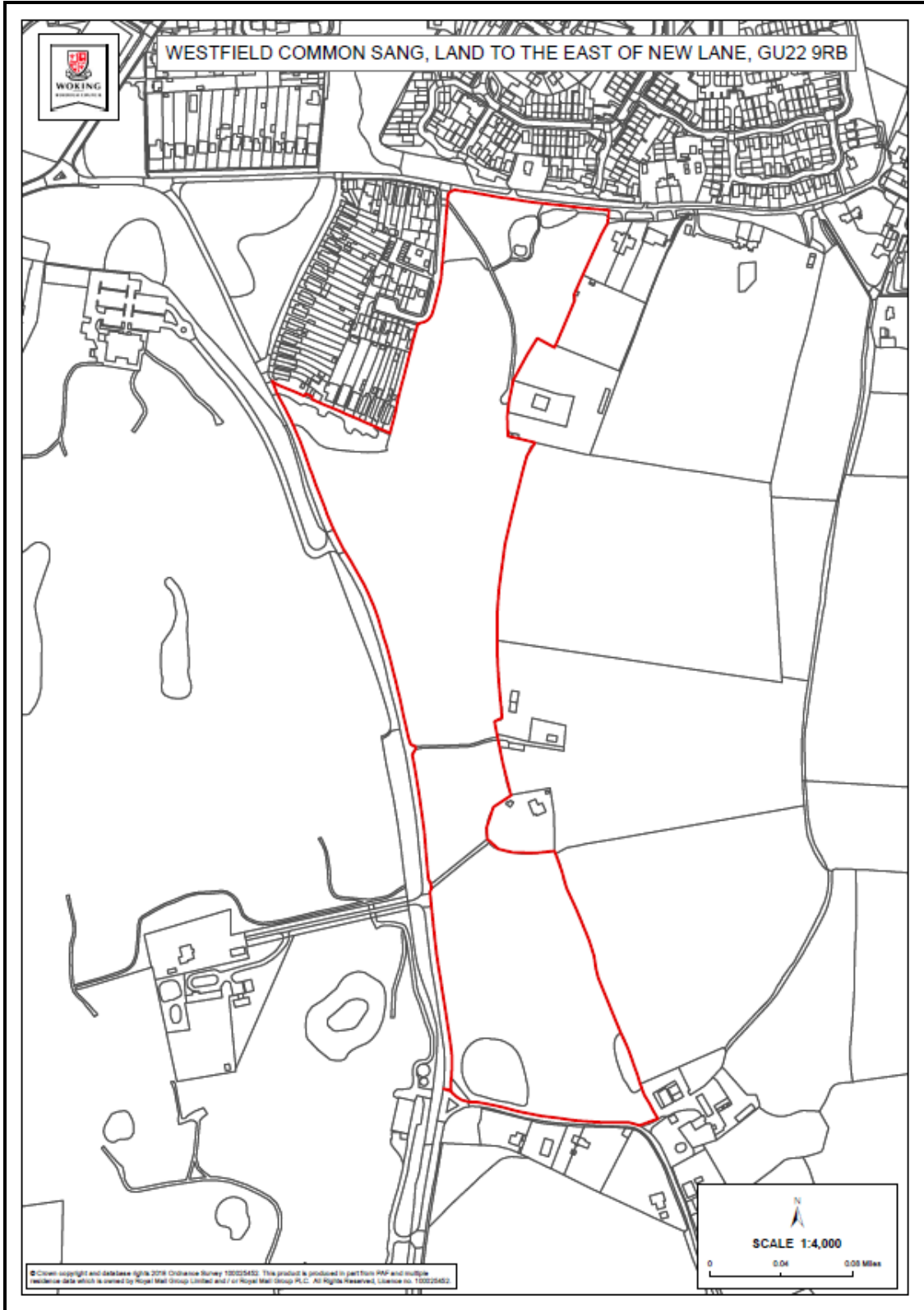
Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Legal agreement for PLAN/2012/0224, appended SANG Proposal and SANG Management Plan;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;

- Strategic Transport Assessment;
Woking Borough Community Infrastructure Levy Regulation 123 list (2014).

Proposal reference: GB14

Site address: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB







Policy GB14: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB

This Green Belt site, totalling 10.59 ha is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

To achieve this, the development must address the following key requirements:

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- Surrey Wildlife Trust has prepared a management plan for Westfield Common. A SANG Proposal and SANG Management Plan should be prepared for the whole site, in consultation with Natural England;

Specific considerations for this SANG include:

- the provision of parking
- the potential implications of the existing designations
- exploring pedestrian and cycle accessibility between the site and the Kingsmoor Park development to the north of the site, and from Gresham Mill to the east of the site;
- The following constraints will have to be addressed:

- The entire site is a SNCI - appropriate measures in place to conserve nature conservation interest found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. Enhancement measures that would contribute to the biodiversity of the area are encouraged. A Management Plan has been prepared for Westfield Common that identifies management priorities for the next five years. Surrey Wildlife Trust will manage the implementation of the plan on behalf of the Borough Council. The work program will be reviewed annually as works progress and information evolves;
- Part of the site is designated at a local level as the Westfield Common Site of Nature Conservation Importance. Certain works will require the consent of DEFRA. Car parks and circular walks will in particular require careful consideration. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest;
- Westfield Common is the subject of a 25 year habitat enhancement and management programme, part of the Woking Great Crested Newt pilot. For more details see Natural Woking.
- The above constraints may result in these areas being excluded from inclusion within the SANG if the designations affect the capacity to absorb new visitors;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Explore potential to link this with land to the east (at Gresham Mill);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space;
- Appropriate measures to be put in place to preserve and enhance the biodiversity of the SNCI – consult with Surrey Wildlife Trust and Natural England;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The provision of SANG in this location offers the opportunity to improve linkages and accessibility between open spaces in this part of the Borough (particularly between the site and Gresham Mill).

The site is fairly narrow and linear. The northern part of the site is not considered suitable as a SANG as it has a distinct urban feel, although it provides a sufficient transitional zone between urban character to the north and the more rural character to the south, which the Council does feel could provide a SANG.

The site is owned by the Council and is an SNCI. The Council has recently adopted a Management Plan for Westfield Common, which identifies various works to be undertaken on the site in the next

five years to enhance biodiversity and other general environmental improvements (benches, way markers).

The site would provide SPA mitigation for a capacity of 570 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

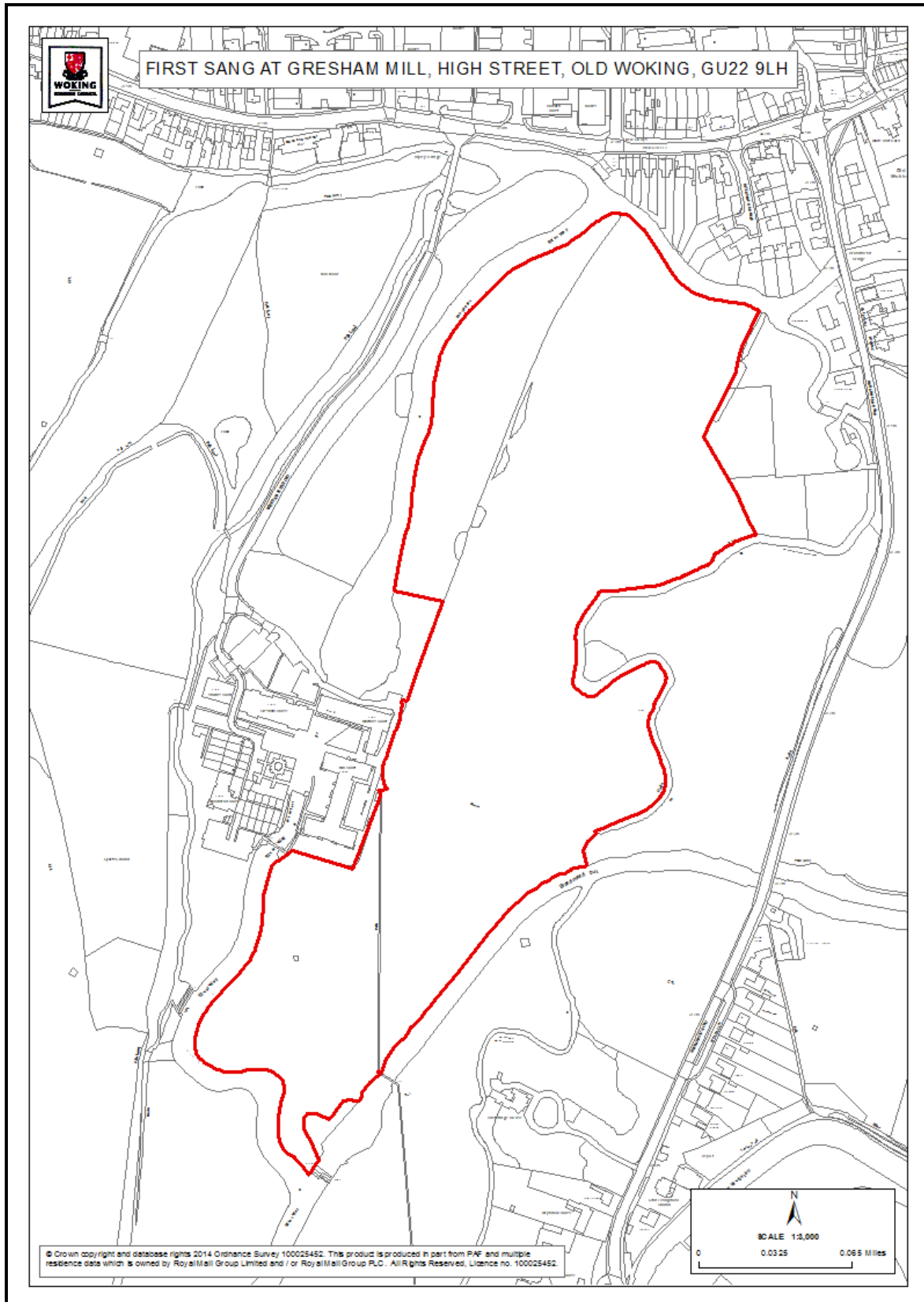
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions;
- Ongoing maintenance through CIL contributions.

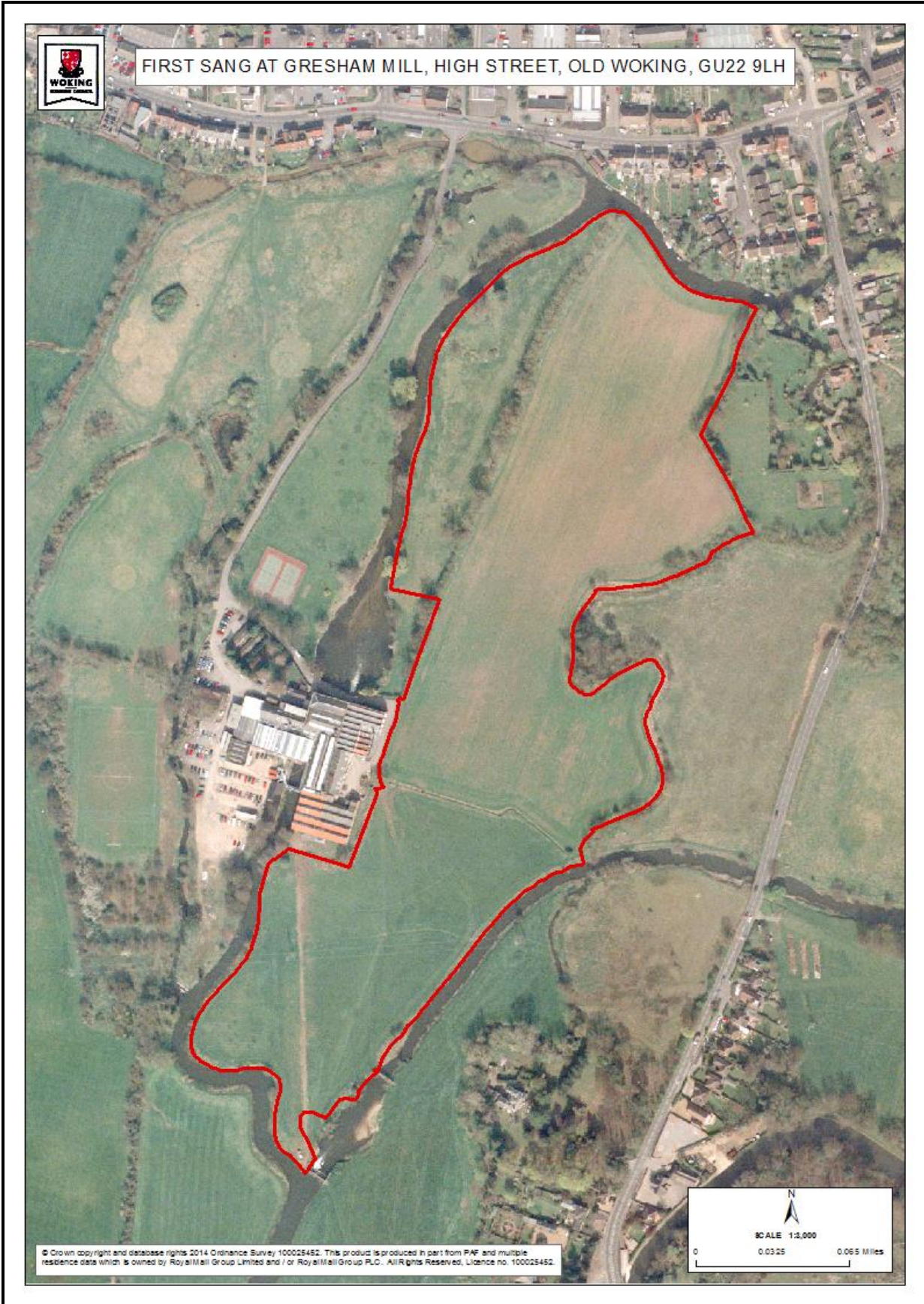
Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Westfield Common Management Plan 2014;
- Letter from Natural England, August 2012.

Proposal reference: GB15

Site address: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB15: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.9 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

To achieve this, the development must address the following key requirements:

- The Council has committed to deliver the site as a SANG when it is transferred to its ownership. To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

The following constraints would have to be addressed/resolved:

- The site is within Flood Zone 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this

does not negatively impact on floodplain storage, in a Flood Risk Assessment;

- Consider introducing sustainable drainage and flood attenuation within any landscape proposals;
- The site is within a Biodiversity Opportunity Area; proposals should consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site;
- Design of SANG to pay regard to environmentally sensitive area of River Wey SNCI;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network – particularly River Wey SNCI;
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The TBHSPA Avoidance Strategy anticipates this site coming forward for SANG use. Paragraph 4.10 explains: ‘Martins Press, High Street, Old Woking – 13 hectares of SANG land will be provided. The SANG land is part of a planning application (PLAN/2006/0538) for the redevelopment of a print works to form up to 88 residential units. A legal agreement has been signed whereby the site will be handed over to the Council and subsequently managed by the Council, becoming a SANG.

Details were set out in the planning application for development of the land at Gresham Mill / Martin’s Press PLAN/2006/0538 and PLAN/2010/0234.

The site would provide SPA mitigation for a capacity of 513 dwellings. The Gresham Mill development commits 88, leaving capacity for 425 dwellings.

The land would remain within the Green Belt.

Delivery arrangements:

- The land is owned by Woking Borough Council;
- Woking Borough Council also owns land to the west, there is potential to combine the areas and create a larger SANG in this area (see Proposal Site GB16);
- Delivery expected within the next five to ten years;

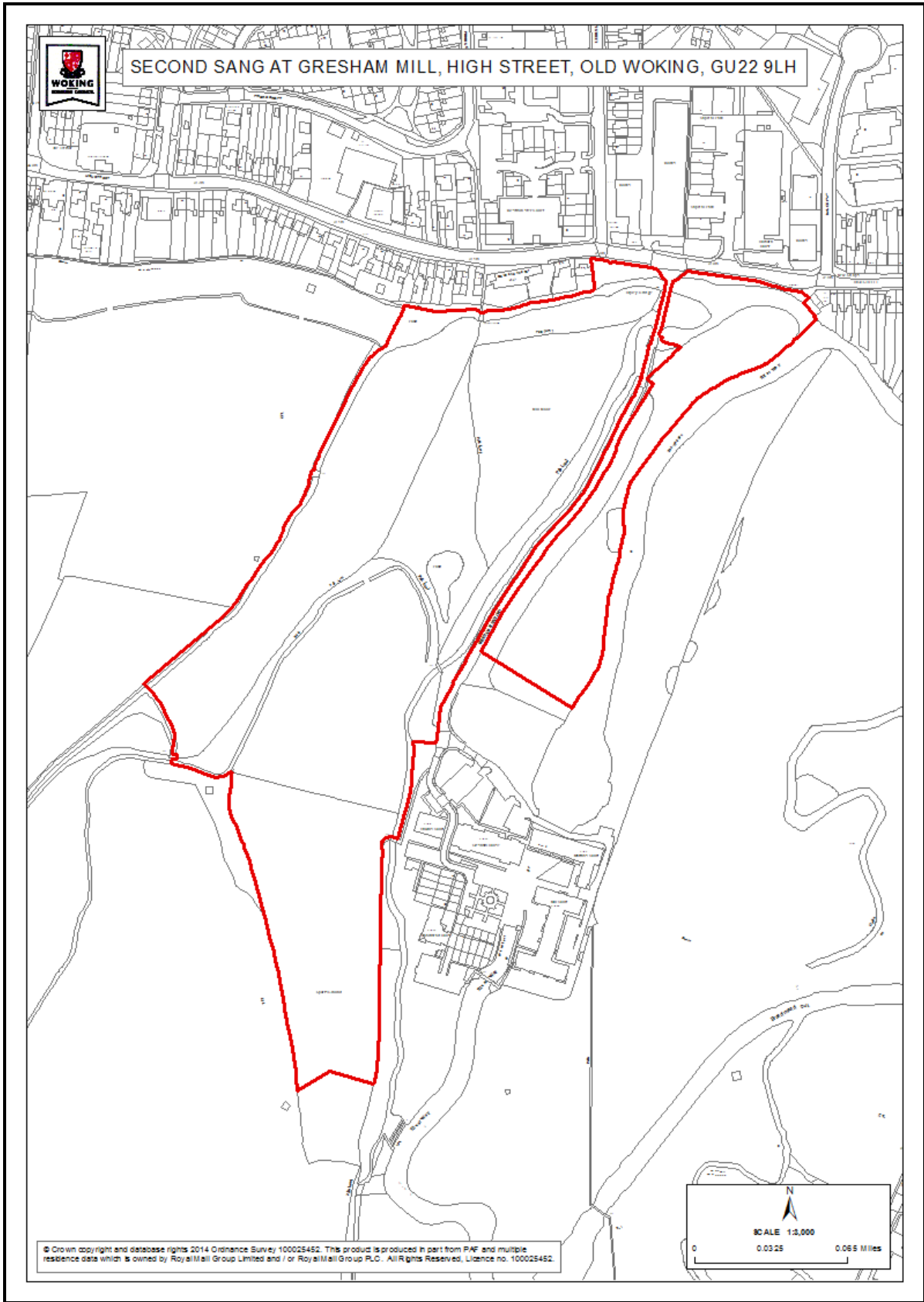
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Letter from Natural England, August 2012.

Proposal reference: GB16

Site address: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB16: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.52 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

To achieve this, the development must address the following key requirements:

- To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The production of these will enable an appropriate tariff to be set;
- Specific considerations for this SANG include design considerations such as sufficient screening in relation to the adjoining development; the provision of parking; and the potential implications of the existing designations. There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;

The following constraints would have to be addressed/ resolved:

- Part of the site is a SNCI - appropriate measures in place to conserve nature conservation interest found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest;
- Enhancement measures that would contribute to the biodiversity of the area are

encouraged;

- Part of the site is designated as Common land (Mill Moor Common) - certain works within Common Land will require consent from DEFRA. Car parks and circular walks in particular will require careful consideration;
- The above constraints may require adjustment of the SANG boundary; additional research will be required in this respect;
- The site is within Flood Zone 3- therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. The provision of footbridges to enable circular walks over water corridors also a consideration. Early engagement with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required.
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site, and Gresham Mill development;
- Design of SANG to pay regard to environmentally sensitive areas of River Wey SNCI and Mill Moor SNCI;
- Design of SANG to retain and enhance protected tree belt to north west of site, subject to TPO;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The TBHSPA Avoidance Strategy anticipates the adjacent site to come forward for SANG use (see above). A legal agreement (PLAN/2006/0538) secured the transfer of this land to the Council. The

Council also owns land to the east, which it anticipates will be combined with the forthcoming SANG to create one large SANG.

This would ensure a comprehensive scheme, which offers wider opportunities to militate against the impacts of residential development on the SPA. For example it would allow for improved ability to create a circular walk.

The site would provide SPA mitigation for a capacity of 493 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

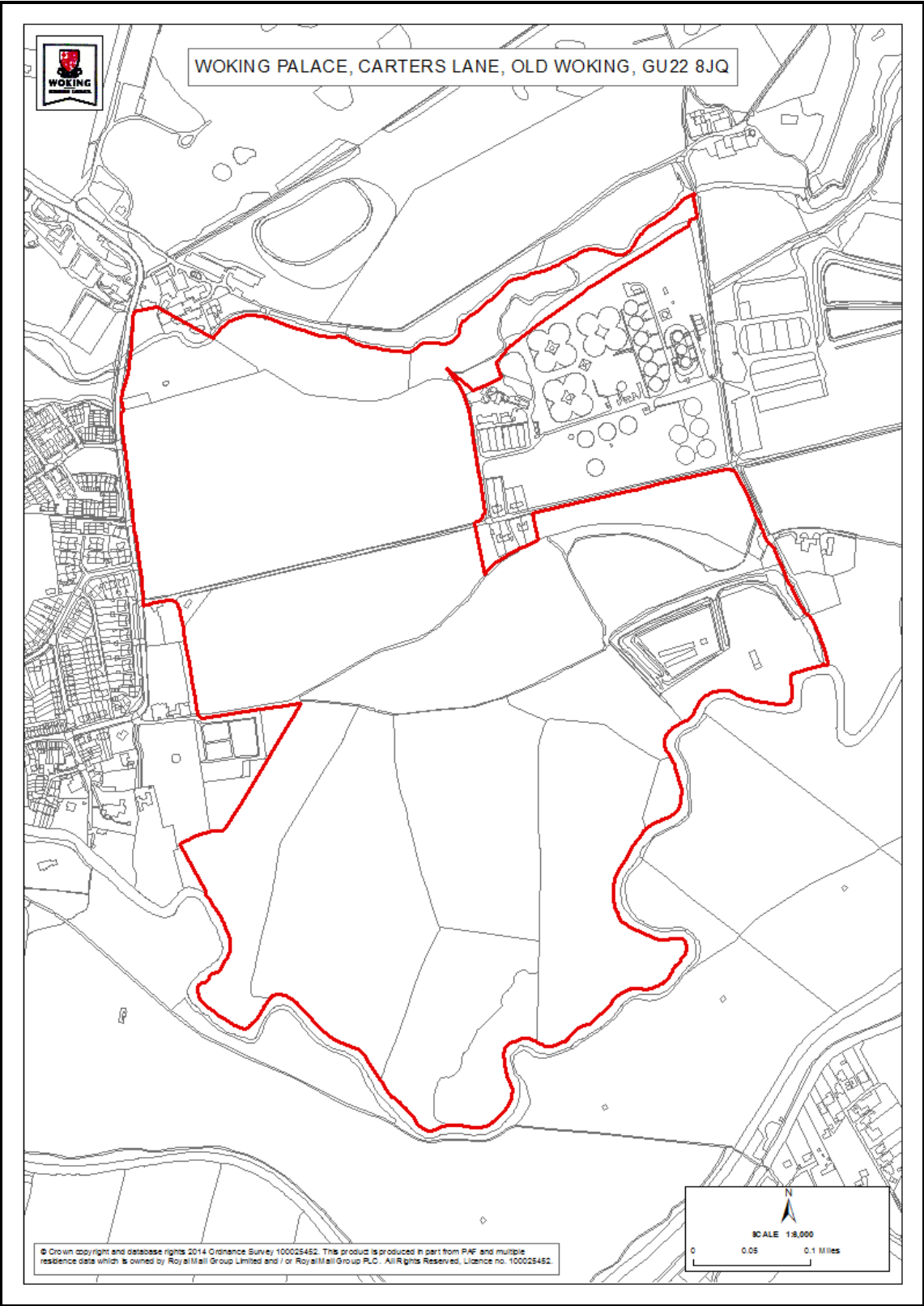
- The land is owned by Woking Borough Council
- Delivery of this second SANG site at Gresham Mill will be within the next five to ten years;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Letter from Natural England, August 2012.

Proposal reference: GB17

Site address: Woking Palace, Carters Lane, Old Woking, GU22 8JQ







Policy GB17: Woking Palace, Carters Lane, Old Woking, GU22 8JQ

This 64.4 ha site is allocated for use as Heritage Parkland/Country Park surrounding Woking Palace.

To achieve this, the development must address the following key requirements:

- The Council would support the creation of a Country Park on land adjacent to Woking Palace Scheduled Ancient Monument, as illustrated on the Proposals Map;
- Proposals must pay particular attention to the sites' Green Belt status, the setting and nature conservation interests of the Wey and Hoe Stream, and the setting of the ancient monument;
- Development should be sensitively designed to have minimal impact on the historic asset;
- Restore or enhance historic features - for example the walls and ponds;
- Improve accessibility to and within the site by all transport modes, including improvements on the junction of the B382;
- Include parking facilities which would have low visual impact on the surrounding landscape and historic features;
- Incorporate low key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Retain existing landscape features (including trees and hedges) to conserve and enhance biodiversity on the site;

- Create links to the wider Green Infrastructure network (including public rights of way);
- Be sensitively designed to have minimal impact on the adjoining watercourses;
- Submit an archaeological assessment in line with Core Strategy policy CS20;
- Any proposal for the site will need to be considered against the requirements of Core Strategy Policy CS20. Historic England, Friends of Woking Palace, Surrey Archaeological Society and Surrey County Council Heritage Conservation Team will need to be consulted. The Surrey County Archaeological Unit has extensive experience of this site and should also be consulted during the preparation of any proposals; and
- Be in keeping with other policies in the Development Plan for the area.
- In addition to any assessments required by other Development Plan policies, planning applications for this site should be accompanied by a heritage statement and archaeological assessment indicating how the criteria in this policy have been addressed.
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Safe accesses for all modes (pedestrian, vehicular) will need to be identified;
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals for the scheme – Flood Risk Assessment may be required;
- Development of the site to incorporate low-key recreation and leisure uses that will have a minimal impact on surrounding landscape;
- Development to improve accessibility to and within the site by sustainable transport modes – public footpaths, cycle routes, bus services to be created/improved;
- Detailed design and site layout to take into account proximity of sewage works. Discussions with the operators of the site (Thames Water) are recommended;
- Retain, enhance and create habitats and features which have biodiversity value, including Hoe Stream Fields SNCI, Oldhall Copse SNCI, and Roundbridge Farm SNCI;
- Detailed design of open space to improve connectivity of habitats within site and to wider GI network (e.g. by including GI corridors);
- Provision of GI assets which demonstrate multi-functionality;
- Surrey Wildlife Trust to be consulted with regards to Biodiversity Opportunity Area status;
- Development to be sensitively designed to have minimal impact on important natural and historic landscape (including consideration of lighting);
- Development to seek to restore or enhance historic features;
- Incorporate low-key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Development to seek to retain important landscape features (including trees and hedges) and create new features;

- Archaeological assessment to be conducted, and any appropriate mitigation measures to be incorporated;
- Design of development and site layout to pay regard to heritage assets and their setting.
- Design of development should facilitate the reduction of waste by providing waste/recycling facilities;
- Design of development to pay regard to adjoining watercourses and retain undeveloped buffer zones alongside them;
- Retention and enhancement of public rights of way;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: In its mission to increase the recreational, educational and open space resources of the Borough, the Council would like to bring about the rejuvenation of Woking Palace – a Scheduled Ancient Monument.

Woking Palace comprises the remains of the built structures and also earth works from the moat, a copse and a group of fishponds. Particular importance is placed on the site because of its excellent survival, high diversity, enormous archaeological potential, historical association with royalty and amenity value. The Council supports the creation of a country park at Woking Palace and the adjoining area to help revitalise and restore this valuable historic asset, enhance biodiversity and to help meet the future open space and recreation needs of the Borough up to 2027, as identified in Core Strategy Policy CS17.

The Council owns the ancient monument but not the surrounding land and would like to see it restored and brought into use through the creation of a Country Park and associated uses in this location. The area was identified in the previous Local Plan 1999 for a similar purpose.

The site was the former location of a moated manor house which was transformed into a Royal Palace in the medieval and post medieval period. Notable residents of the palace included Lady Margaret Beaufort, Henry VII and Henry VIII. At present, the only few built remains left are a few brick walls, a small stone building and a network of buried foundations.

Access to the site is restricted most of the year except on a few open days where the public is invited to visit, and as such only a small number of people have had the opportunity to visit the valuable heritage asset. The isolation of the monument has led to security issues and some of the remaining buildings have been the target of arson attacks over recent years. The Council considers there to be opportunity to bring the monument and adjoining grounds into active use, which would encourage visitor numbers and add vitality to the asset, therefore reducing the vulnerability of the site to vandalism. The site could accommodate a range of low key leisure, recreation and heritage uses.

The area is covered by a number of designations. It is within the Green Belt, is a Scheduled Ancient Monument with high archaeological potential, contains areas of nature conservation and is at risk of flooding. Therefore proposals will require careful consideration having regard to these, balancing the historic significance, ecological importance and economic growth. The Council will work closely with key stakeholders, including English Heritage, Natural England, interest groups

such as Friends of Woking Palace and adjoining landowners and neighbours to develop an appropriate proposal for the site.

Development into a Country Park will ensure positive benefits including provision of open space and recreation for the community, opportunities to improve Green Infrastructure components and the network for enhanced nature conservation and biodiversity, and the preservation and maintenance of important historical features.

Improving accessibility to and within the site will be important. This includes access to the site and access within it. Junction improvements would be required on the B382 from Carters Lane, and footpath/cycle links within the site should improve accessibility to those surrounding the site.

The Council will seek to secure the necessary land for the Country Park through negotiation. However, the use of compulsory purchase powers will be considered if necessary.

Whilst presented under Section C, use of the site as Suitable Alternative Natural Greenspace (SANG) is not proposed at this time.

The land would remain within the Green Belt.

Delivery arrangements:

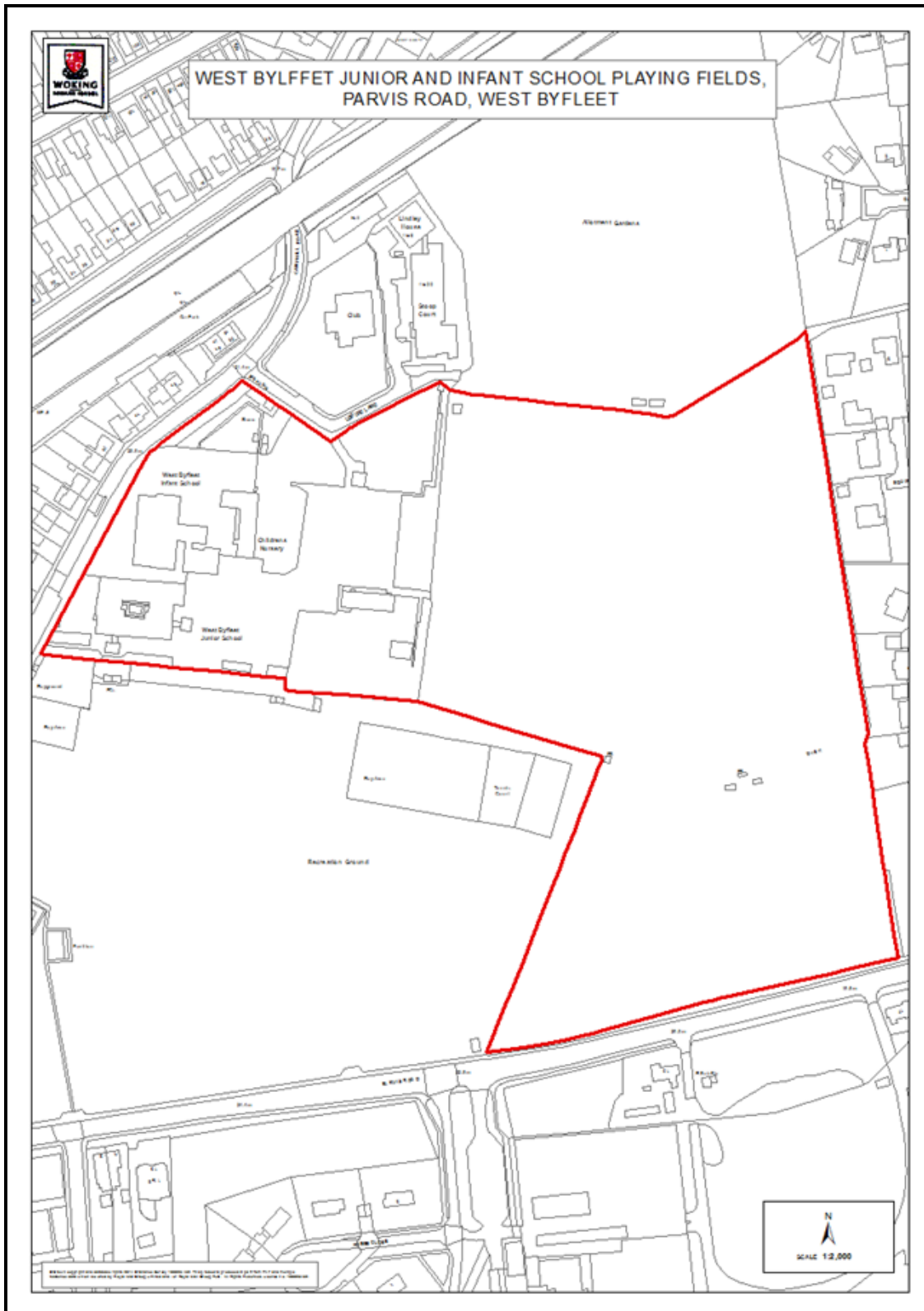
- Funding for the creation of the Heritage / Country Park will be through CIL contributions.

Key evidence base:

- Green Infrastructure Strategy Natural Woking
- Friends of Woking Palace information at: www.woking-palace.org
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Local Plan 1999
- Design SPD.

Proposal reference: GB18

Site address: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG







Policy GB18: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG

This 6.78 ha site is excluded from the Green Belt and is allocated for open space.

To achieve this, the development must address the following key requirements:

- Use of site development and site layout to pay regard to heritage assets and their setting;
- Retention and enhancement of public rights of way;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The Green Belt boundary review (GBBR) recommends exclusion of this land from the Green Belt paragraph 7.3.3 advises that it is ‘an area of public open space, a school and associated playing fields which are essentially part of the urban area of West Byfleet being contained by urban development on three sides and the Major developed site in the Green Belt at ‘Broadoaks’. It makes no contribution to Green Belt purposes’.

Taking into account other changes to the Green Belt boundary set out in the Site Allocations DPD, this site would result in the formation of a Green Belt ‘island’, which would not be logical. Its exclusion from the Green Belt is therefore sought.

This land would not be developed. It is existing open space associated with an educational use. Accordingly it is allocated for continued use as open space and will be designated as Urban Open Space (Policy CS17) to serve the schools and will be reflected on the Proposal’s Map.

Delivery arrangements:

- None

Key evidence base:

- Green Belt boundary review (Parcel 3 - Area A)

Implementation and Monitoring of the Site Allocations

This section sets out how the Site Allocations will be implemented and monitored. It shows how specific sites will be delivered, by whom and when. In some cases delivery will be assisted by additional guidance provided through Supplementary Planning Documents.

There are many factors that will influence the implementation and delivery of the proposals set out in this document including land assembly, changes of ownership, funding and the economic conditions. To be effective a DPD must be deliverable.

Monitoring

Preparation of a development plan document (DPD) is not a standalone activity. It is the beginning of a process of implementation that involves regularly checking how effective the plan is in delivering what it aims to achieve. For example, to consider the extent to which policies and sites are being implemented, to identify policies or sites that might need to be amended or replaced, to identify any unintended consequences, if assumptions or circumstances underlying a site's allocation or a policy have changed and if any targets set are being met. Monitoring reveals any such delivery issues and allows adjustments to be made if required to ensure successful delivery of the plan.

Monitoring the performance and effects of the Site Allocations DPD will be integral to its delivery. Monitoring will be reported annually, typically retrospectively considering the preceding full monitoring year (1 April to 31 March) or part of year (where a document is adopted part way through a year). The outcomes are presented in the Local Plan Monitoring Report, published on the Council's website in December of each year. The annual Monitoring Report (AMR) in turn informs the timing and nature of future reviews of Local Development Documents like the Site Allocations DPD and the Core Strategy.

The Council has a project management plan set out in the Local Development Scheme (LDS) for the preparation of its Local Development Documents. How the Site Allocations DPD has been prepared in accordance with timescales set out in the plan is the first stage of its monitoring. At this stage, the Site Allocations DPD has been prepared according to timescales in the plan.

Monitoring of the delivery of sites is also essential for the Council to identify and maintain a continued supply of residential land, as required by national planning policy².

Through parallel monitoring of the Core Strategy, the Council also monitors the delivery of infrastructure such as transport improvements.

Individual development sites allocated by the Site Allocations DPD contribute to delivery of the amount and types of development planned by the Core Strategy. Their delivery will contribute directly towards delivery of the overall planned growth to 2027 and will therefore be monitored simultaneously with the Core Strategy. The Core Strategy establishes an extensive monitoring framework to assess the delivery of strategic policies, and the Site Allocations DPD will be monitored against the monitoring indicators in the Core Strategy including those concerning residential completions, additional employment and town centre floorspace provision.

In addition, progress on individual sites will be monitored against the capacity and phasing

² National Planning Policy Framework (NPPF), <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

information set out under the Site Allocation 'Proposal' and 'Delivery' headings of the Site Allocations DPD.

Implementation

Delivery mechanisms

Chapter 6 of the Core Strategy identifies the key mechanisms to deliver the Core Strategy, including through the Council's own functions. These mechanisms will in turn deliver the Site Allocations / Site Allocations DPD. For example:

- planning application process
- developer contributions (see also 'Infrastructure funding' above)
- Compulsory Purchase Powers
- rationalisation of Public Sector Assets
- publication of supplementary planning documents on key topics such as Climate Change, Affordable Housing Delivery and Design
- subject to demonstrable market demand and the requirements of the Core Strategy, direct provision of developments through joint venture schemes - such as the Victoria Square Development - will be used to progress redevelopment quickly
- other Council activities to proactively address key priorities such as Affordable Housing and economic growth and
- measures seeking to improve the quality of the living and working environment as a whole, such as public realm improvements in the Town Centre and the provision of new and improved green infrastructure networks (which help to create confidence and encourage private investment).

There are a number of measures that could be taken to 'unlock' any development sites that have stalled. These might include land assembly or infrastructure provision.

Delivery timing/ Phasing

The development identified by the Site Allocations DPD will not be delivered in one go. Development sites will be delivered individually in response to the market, within the context of the Core Strategy and more detailed framework established by the DPD land allocations.

The Council recognises that the nature and cost of development schemes will influence when specific schemes come forward in the short, medium or long term. Some schemes will need to be phased. The anticipated timing of delivery on each of the development sites is summarised in earlier **Tables 2, 3 and 4**.

Each detailed Development Management Policy and Proposal Site in the draft Site Allocations DPD includes a section on 'Delivery'. This explains how, when and by whom the policy will be implemented.

Delivery partners

The Council will work with developers and landowners (including its own housing delivery company Thamesway), infrastructure providers, Registered Providers and others to ensure effective and timely delivery of the Site Allocations.

The public sector's role will include: investment in infrastructure to help to create the necessary environment for policies and proposals to be delivered; direct investment in delivering some policies and proposals such as Affordable Housing and rationalisation of public sector assets to

maximise their effective and efficient use; and disposal of assets for alternative uses or co-location for efficient use of land. Woking Borough Council and Surrey County Council will also ensure development meets all necessary standards and objectives.

The private and voluntary sectors will provide direct investment in land and buildings, whilst developers will also contribute directly towards infrastructure delivery through CIL.

The Council will continue to work proactively in partnership to deliver projects of cross-boundary significance, such as the strategic monitoring and mitigation of Thames Basin Heaths Special Protection Areas and transport projects where Surrey County Council is the highway authority.

Sustained engagement with relevant partners under the Duty to Cooperate has helped to shape the Site Allocations DPD and will continue to inform the identification of opportunities to deliver the development required in the Borough and in the wider housing and economic markets.

Engagement with local communities

Some Proposal Sites will require extensive consultation depending on their nature, location and sensitivity. The Council will ensure that public consultation is integral to both preparation of this Site Allocations DPD and, when adopted, to the delivery process. The Council will work closely with its partners to achieve this. More information is provided in the [Statement of Community Involvement \(SCI\)](#).

Infrastructure funding

The delivery of development needs to be supported by adequate infrastructure.

The Council will ensure that development is supported by necessary infrastructure and/or financial contributions to infrastructure provision before planning permission is granted for sites allocated by the Site Allocations DPD and also those smaller development site opportunities also identified through the evidence base.

The Infrastructure Delivery Plan (IDP) sets out what the infrastructure required to meet the levels of growth proposed in the Core Strategy, which the Site Allocations DPD seeks to deliver. This includes details of where and when the infrastructure will be provided, who it will be provided by and how it will be funded. As part of work to prepare the CIL, the Council used and updated the IDP to highlight the key areas of infrastructure required to support development over the next 10 years.

The Community Infrastructure Levy (CIL) will contribute towards provision of this infrastructure. CIL came into effect in Woking Borough on 1 April 2015. The adopted CIL Charging Schedule is supported by an indicative 'Regulation 123' list which clearly sets out infrastructure that will be funded through CIL.

The CIL Infrastructure Funding Gap Topic Paper establishes the total cost of the infrastructure required to support the proposed development, and identifies other sources of funding, to determine the funding gap to which CIL will contribute.

The Woking Joint Committee (including sub-committees) was established June 2014. The Committee is responsible for a number of areas previously considered under the former Surrey County Council Local Committee, as well as a number of new areas previously within the remit of

Woking Borough Council. Local Borough and County councillors meet to discuss and decide jointly issues of relevance to the people who live, work or study in Woking. One of the Committee's responsibilities is determining how certain funding will be spent on infrastructure, including CIL contributions.

The 'key requirements' heading of each Policy explains, where known at this stage, the site-specific infrastructure required to deliver development of the site and/or the assessments that will be required to identify these.

Risk and contingencies

The Council is working towards the comprehensive delivery of the policies and proposals of the Core Strategy. Delivery of the policies and development site proposals set out in this Site Allocations DPD represents a significant step towards this goal. It has no reason to believe that these will not be implemented in full.

As the Core Strategy acknowledges, the Council does however accept that there could be circumstances where development fails to come forward for a number of reasons, some of which can be beyond its control. Where the Council is able to use its influence and power to enable the delivery of the Site Allocations DPD it will do so. The Core Strategy has an in-built mechanism to monitor performance through an Annual Monitoring Report. Generally, the outcome of this monitoring process will inform whether or not the Core Strategy and/or other complementary plans and strategies including the Site Allocations DPD should be reviewed.

Sufficient land has been identified to ensure comprehensive delivery of the Core Strategy and the Council has identified more than five year's supply of land to meet its housing requirement.

Any policies or land allocations are failing to be applied, or are rendered obsolete, will be picked up through monitoring and appropriate actions identified to address the issue, as explained above.

At this stage, two potential areas of risk are identified, together with the contingency measures required to deal with them if they do occur:

- (a) Failure of sites coming forward for residential and/or employment development due to difficulties of land assembly and/or residential and employment delivery falling behind the projected trajectory

Windfall sites have not been counted when planning overall development supply through the Core Strategy. This therefore provides an allowance of flexibility for non-implementation of any particular site.

The viability of all sites has been considered for all brownfield sites. The viability level has not been set at the margins of viability, this therefore builds in a viability cushion. In addition land values are continuing to rise, further assisting viability.

The Council regularly monitors the cumulative delivery of residential and employment floorspace. If delivery is significantly behind the projected cumulative target against the respective requirements over this period as set out in the housing trajectory and the Five Year Housing and Employment Land Supply Position Statements are not providing any

evidence that this will be addressed in subsequent years, the Council will take steps to address these, as set out in paragraph 6.20 of the Core Strategy.

If particular allocated sites are not coming forward for development, the Council will review their key site requirements, if required.

Through the Site Allocations DPD, the Council is safeguarding land at the locations explained in Section B for long-term residential and associated development (between 2027 and 2040). Section B also explains the mechanism for release of safeguarded land from the Green Belt.

(b) Infrastructure provision to support development

The Council will continue to work in partnership with infrastructure providers and the Working Joint Committee to coordinate an effective and efficient delivery of infrastructure.

A significant proportion of the funding to deliver infrastructure will be secured in the form of development contributions on the back of residential and employment development, as described above.

Flexibility

More detailed analysis is required to define the specific responsibilities of each landowner/ stakeholder and also the likely section 106 and CIL contributions that will apply. The Site Allocations DPD site allocations provide a framework, drafted to ensure clear planning policy direction yet sufficiently flexible to encourage the private sector to lead the delivery of each development site, supported, facilitated and in some cases in legal partnership with the Council and other public sector stakeholders.

Flexibility will also be improved by monitoring over time.

Development viability

The Council is confident that the sites allocated should be able to come forward to achieve positive viability, having regard to:

- The viability of the Core Strategy, demonstrated by evidence to the satisfaction of the Examination Inspector;
- The demonstrated viability of the Council's Affordable Housing requirements;
- The viability of the Community Infrastructure Levy (CIL) Charging Schedule

Nevertheless, the Core Strategy DPD provides scope for a case to be made if an applicant feels that the specific requirements for developing a particular site will make the development unviable. Very robust finance evidence will be required to justify any negotiation away from the requirements of the Core Strategy and the Site Allocations DPD.

There is also flexibility built into specific strategic policies of the Core Strategy, such as Policy CS12 Affordable Housing, where a genuine viability concern exists.

The Council will expect development negotiations on specific sites to be supported by an open book financial appraisal process.

The CIL rate, a mandatory requirement, has not be set at the margins of viability. It has built in a sufficient viability cushion to ensure positive viability.

APPENDICES

Appendix 1 - Evidence base

Strategic context:

- Core Strategy, Adopted Document (2012)
- Proposals Map (including the Inset Map) (updated 2016)
- Local Development Scheme (updated December 2017)
- Statement of Community Involvement (SCI) (2015)
- Saved policies of the Woking Borough Local Plan (1999)
- Woking Local Plan (1999)
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Core Strategy Examination Inspector's Report (2012)
- Community Infrastructure Levy (CIL) Examiner's Report (2014)

Woking's landscape and townscape:

- Character Study (2010)
- Landscape assessment and Green Belt Review (2016)

Green Belt:

- Green Belt boundary review (GBBR) (2014)
- Green Belt boundary review non-technical summary (2014)
- Ministerial Statements Assessment Report (2014)

Homes:

- West Surrey Strategic Housing Market Assessment (SHMA) (2009, updated 2015)
- Housing Land Supply Position Statement Housing Land Supply Position Statement Annual (2016)
- Strategic Housing Land Availability Assessment (SHLAA) (2017)

Sustainable economic development:

- Employment Land Review - Employment Position Paper (2010)
- Employment Land Review – Market Appraisal (2010)
- Economic Strategy (2015)
- Town, District and Local Centres Study (2009)
- Surrey Hotel Futures Surrey Hotel Futures (2004)
- Employment Topic Paper (2015)

Biodiversity and nature conservation:

- Biodiversity and Planning In Surrey (2014)
- Strategic Access Management and Monitoring (SAMM) Tariff Guidance (2017)
- Thames Basin Heaths Special Protection Areas Avoidance Strategy 2010-2015 (2010)
- Natural Woking Strategy: Biodiversity and Green Infrastructure Strategy and supporting information (2016)

Open space, green infrastructure, sport and recreation:

- Natural Woking: Biodiversity and Green Infrastructure Strategy and supporting information (2016), including Woking Great Crested Newt pilot methodology
- Open Space, Sports and Recreation Facilities Audit (2008)
- Playing Pitch Strategy (2017)
- Public Art Strategy (2007)
- Play Strategy (2007)

Flooding and water management:

- Strategic Flood Risk Assessment (2015)

Transport and accessibility:

- Surrey Transport Assessment (2010)
- The Surrey Transport Plan (Local Transport Plan Third Edition) LTP3 (2014)
- Congestion Strategy (2011)
- Rail Strategy (2013)
- Surrey Rail Strategy Position Statement (2016)
- Local Transport Strategy for Woking Borough (2014)
- Transport and Accessibility Topic Paper / Technical Paper (2011)
- Cumulative Assessment of Future Development Impacts on the Highway (2011)
- Strategic Transport Assessment - Cumulative Assessment of Future Development Impacts on the Highway (2015)
- County Highway Authority Green Belt Boundary Review Sensitivity Test; Addendum Report to Strategic Transport Assessment (2016)
- Woking Town Centre Modelling Assessment (2017)
- Travel Smart (2012)
- Parking Standards SPG (2006)
- Parking Standards SPD (2017)
- Woking Local Plan: Potential Mitigation (2017)
- Woking Local Plan: Town Centre Modelling Assessment (2017)
- A320 Corridor Study: Feasibility Study Final Report (2018)
- Network Rail Route Strategic Plan: Wessex Route (2018)

Infrastructure delivery:

- Infrastructure Delivery Plan (IDP) (2011, 2017)
- Community Infrastructure Levy (CIL) – Adopted Charging Schedule (2014)

- Community Infrastructure Levy (CIL) – Regulation 123 list (2014)
- Community Infrastructure Levy - Topic Paper on Infrastructure Funding Gap (2014)
- Surrey Infrastructure Capacity Study (2016)

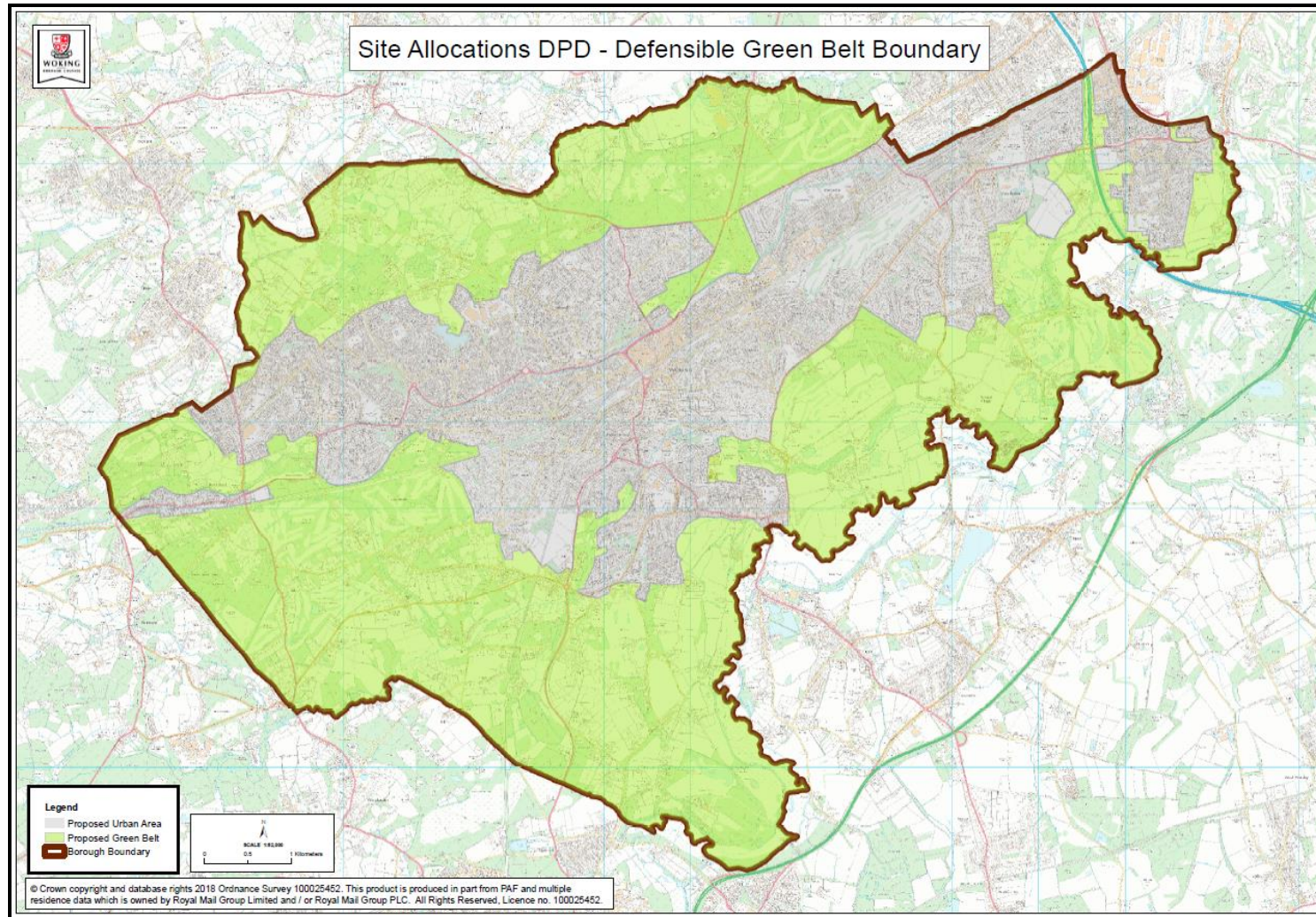
Climate change:

- Climate Change and Decentralised, Renewable and Low Carbon Evidence Base (2010)
- Climate Change Study (2011)
- Climate Change Strategy (2002)
- Woking 2050 (2015)
- Climate Change supplementary planning document (SPD) (2013)
- Air Quality Management Area (AQMA) re. Knaphill (2014)
- Climate Change Study (2010)

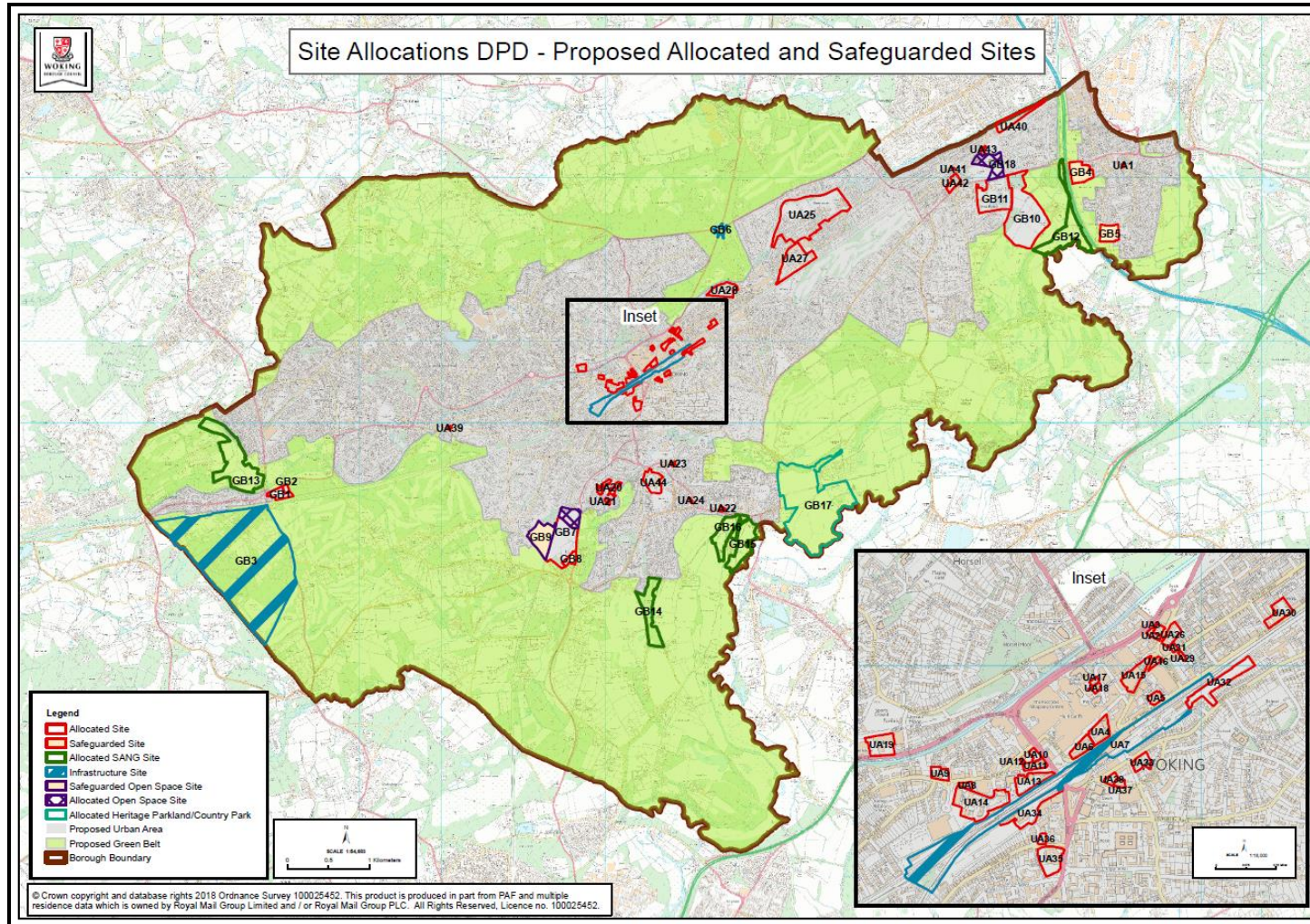
Social and community infrastructure:

- Social and Community Facilities Audit (draft)
- Social and Community Infrastructure Requirements Study Social and Community Infrastructure Requirements (2005, 2006)

Appendix 2 – Map showing new defensible Green Belt boundary



Appendix 3 – Map showing location of Proposal Sites



Appendix 4 – Table 5: Anticipated capacity of sites

Site Allocation ref. (n/a shows alternative sites)	Site address and reference	Development uses appraised	Development yields appraised
Urban Area – preferred options, recommended for allocation			
UA1	SHLAABWB012: Library, 71 High Road, Byfleet, KT14 7QN	Residential including Affordable Housing, replacement library, community use	12 dwellings (SHLAA, 2017), however the number of dwellings that can be accommodated on site is dependent on whether library is relocated elsewhere or replaced on site. Library/community floorspace re-provided.
UA2	SHLAACAN001: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	50 dwellings (SHLAA, 2017) 4000 sqm net office floorspace (5000 sqm gross).
UA3	SHLAACAN035: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	14 dwellings (SHLAA, 2017) At least 1000 sqm net additional office floorspace (3000 sqm gross)
UA4	SHLAACAN006: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Residential including Affordable Housing, offices and retail	149 net additional dwellings 1600 sqm office floorspace Retail floorspace tbc
UA5	SHLAACAN002: The Cornerstone, The Broadway and Elizabeth House, Duke Street, GU21 5AS	Residential including Affordable Housing, offices	158 dwellings (SHLAA, 2017) 1000 additional sqm office floorspace (6000 sqm gross).

UA6	SHLAACAN004: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Residential including Affordable Housing, offices, retail	It is anticipated that the site would yield 50 dwellings (SHLAA, 2017). 400 sqm office floorspace (2000 sqm gross) Retail floorspace tbc
UA7	SHLAACAN031: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Site essential infrastructure – transport interchange hub to include plaza, bus interchange, railway flyover and taxi rank to south side of station, secure bike parking area within station facilities on south side and Brompton bike hire dock, improvements to bus interchange to north side of station, and improvements to Victoria Arch	Infrastructure
UA8	SHLAACAN033: The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Residential including Affordable Housing	43 dwellings (SHLAA, 2017)
UA9	SHLAASTJ002: 113-129 Goldsworth Road, Woking, GU21 6LR	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2017) Re-provision of existing office floorspace Retail floorspace tbc
UA10	SHLAA N/A: MVA and Select House, Victoria Way, Woking, GU21 6DD	Offices	At least 16,719 sqm office floorspace (16,719 sqm gross)
UA11	SHLAACAN028: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2017) 1200 sqm office floorspace (3000 sqm gross) Retail floorspace tbc
UA12	SHLAA N/A: Synergy House, 8 Church Street West, Woking, GU21 6DJ	Offices	900 sqm office floorspace (1000 sqm gross).

UA13	SHLAACAN027: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Residential, offices, retail	125 dwellings (SHLAA, 2017) 1500 sqm additional office floorspace (10000 sqm gross) Retail floorspace tbc
UA14	SHLAA N/A: Poole Road Industrial Estate, Woking, GU21 6EE	Offices, warehousing, new Energy Station	At least 49,000 sqm (gross) office floorspace.
UA15	SHLAACAN030: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	Community, leisure, offices, residential including Affordable Housing	67 dwellings (SHLAA, 2017) Leisure / community floorspace tbc Re-provision of the existing office floorspace
UA16	SHLAA N/A: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Offices	740 sqm additional office floorspace (1000 sqm gross).
UA17	SHLAACAN024: Griffin House, West Street, Woking, GU21 6BS	Offices	1000 sqm office floorspace (1700 sqm gross).
UA18	SHLAA N/A: Concord House, 165 Church Street East, Woking, GU21 6HJ	Offices	800 sqm office floorspace (1800 sqm gross).
UA19	SHLAAHOR001: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Residential including Affordable Housing	67 dwellings (SHLAA, 2017)
UA20	SHLAAHEA009 and SHLAAHEA010: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way and Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Residential including Affordable Housing	55 dwellings (SHLAA, 2017)

UA21	SHLAAHEA011: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, Woking, GU22 0BU	Residential including Affordable Housing	12 dwellings (SHLAA, 2017)
UA22	SHLAAHOE015: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN	Residential including Affordable Housing	24 dwellings (SHLAA, 2017)
UA23	SHLAAHOE004: Elmbridge House, Elmbridge Lane, Kingfield, Woking, GU22 9AW	Residential	10 dwellings (SHLAA, 2017)
UA24	SHLAAHOE019: Sherpa House, Kingfield Road, Kingfield, Woking, GU22 9EH	Residential, retail	10 dwellings (SHLAA, 2017) Retail floorspace tbc
UA25	SHLAACAN026: Land within Sheerwater Priority Place, Woking, GU21 5RE	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	376 dwellings (SHLAA, 2017) retail floorspace tbc community floorspace tbc open space and leisure uses tbc
UA26	SHLAACAN016: 101-121 Chertsey Road, Woking, GU21 5BG	Residential including Affordable Housing, offices	104 dwellings (SHLAA, 2017) Re-provision of the existing office floorspace.
UA27	SHLAA N/A: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Industrial, warehousing, offices	If all the existing office use on the estate were to change to alternative B2/B8, 12000 sqm of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sqm B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.
UA28	SHLAA N/A: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5LY	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	At least 3600 sqm net/gross industrial/warehousing floorspace together with new road infrastructure.

UA29	SHLAACAN018: 29-31 Walton Road, Woking, GU21 5BX	Residential	10 dwellings (14 gross) (SHLAA, 2017)
UA30	SHLAACAN011: 95-105 Maybury Road, Woking, GU21 5JL	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	61 dwellings (SHLAA, 2017) Re-provision of existing office floorspace
UA31	SHLAACAN017: Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Residential including Affordable Housing, community facility (suitable for use by a youth group)	21 dwellings (SHLAA, 2017) Community facility – re-provision of existing floorspace
UA32	SHLAAMHM003: Car Park (East), Oriental Road, Woking, GU22 8BD	Residential including Affordable Housing and communal open space	At least 250 net additional dwellings (SHLAA, 2017) Open space tbc
UA33	SHLAAMHM001: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Residential including Affordable Housing	88 dwellings (SHLAA, 2017)
UA34	SHLAAMHM005: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Residential including Affordable Housing	100 dwellings (SHLAA, 2017)
UA35	SHLAA N/A: Quadrant Court, Guildford Road, Woking, GU22 7QQ	Offices	1000 sqm net additional office floorspace
UA36	SHLAAMHM004: Land at Bradfield Close and 7 York Road, Woking, GU22 7QD	Residential including Affordable Housing	46 net additional dwellings (SHLAA, 2017)
UA37	SHLAAMHM009: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Offices, residential including Affordable Housing	20 dwellings (SHLAA, 2017) Re-provision of the existing office floorspace
UA38	SHLAAMHM012: Somerset House, 1-18 Oriental Road, Heathside Crescent, Woking, GU22 7BG	Offices, residential including Affordable Housing	10 net additional dwellings (SHLAA, 2017) Office floorspace tbc
UA39	SHLAASTJ004: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	Residential including Affordable Housing	11 dwellings (SHLAA, 2017)

UA40	SHLAAWB003: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Industrial	10,000 sqm net/gross industrial floorspace (B2)
UA41	SHLAABWB021: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6NW	Retail, residential including Affordable Housing	12 dwellings (SHLAA, 2017) 181 sqm net additional/gross retail floorspace
UA42	SHLAABWB022: Land at Station Approach, West Byfleet, KT14 6NG	Retail, community (library), offices, retail, residential including Affordable Housing	It is anticipated that the site would yield 91 dwellings (SHLAA, 2017). Community floorspace tbc (including retained or replacement Library) Retail floorspace tbc Office floorspace tbc
UA43	SHLAABWB024: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Residential including Affordable Housing, community use	28 dwellings (SHLAA, 2017) Community floorspace tbc- re-provision of existing.
UA44	SHLAAHOE001: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	Football stadium, Residential including Affordable Housing, and commercial retail	Football stadium with residential and commercial elements to be confirmed as the scheme comes forward
Green Belt – preferred options, recommended for allocation			
GB1	SHLAAHEA006: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Residential including Affordable Housing	93 dwellings (SHLAA, 2014)
GB2	SHLAAHEA007: Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Traveller pitches and Traveller transit site	6 pitches, 1 Traveller transit plot

GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Cemetery, crematorium and other forms of disposal, conservation and enhancement of the historic assets of the site, creation of visitor facilities and museum and display space to explain all matters related to death and operational facilities such as secured storage	Infrastructure
GB4	SHLAABWB010: Land south of Parvis Road and High Road, Byfleet, KT14 7QL	To meet long term development needs	85 dwellings (SHLAA, 2017) Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
GB5	SHLAABWB011: Land to the south of Rectory Lane, Byfleet KT14 7NE	Residential including Affordable Housing, public open space, landscaping and recreation areas	135 dwellings on net developable area of 3 ha. (SHLAA, 2017) The Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
GB6	SHLAA N/A: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Essential infrastructure; (junction upgrade and improvements)	Essential infrastructure

GB7	SHLAAHEA013: Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Residential including Affordable Housing, recreational/open space and education	168 dwellings (SHLAA, 2014) Education – secondary school, up to 8 form entry Recreational/open space , including athletic track facility
GB8	SHLAAHEA024: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	residential including Affordable Housing, retail and community use	50 dwellings (SHLAA, 2014) Retail/community facilities – floorspace tbc
GB9	SHLAAHEA002: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	Green infrastructure/open space	Green infrastructure/open space
GB10	SHLAAABWB030: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Residential including Affordable Housing, open space and landscaping	555 dwellings (SHLAA, 2017) 15 pitches 4.7 ha. open space
GB11	SHLAAABWB018: Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	Residential yield is 155 (SHLAA, 2017) Offices and research – employment development comprising around 16,722 sqm offices). Potential to reuse existing floorspace and deliver remaining extant permitted floorspace, no additional capacity assumed beyond this by Employment Topic Paper)
GB12	SHLAA N/A: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Suitable Accessible Natural Greenspace (SANG)	1.5 hectare SANG
GB13	SHLAA N/A: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Suitable Accessible Natural Greenspace (SANG)	24.8 hectare SANG
GB14	SHLAA N/A: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	Suitable Accessible Natural Greenspace (SANG)	17.4 hectare SANG

GB15	SHLAA N/A: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.9 hectare SANG
GB16	SHLAA N/A: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.52 hectare SANG
GB17	SHLAA N/A: Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Heritage Parkland/Country Park	65.7 ha. open space / country park
GB18	SHLAA N/A: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Open space	6.42 ha. open space

Appendix 5 – Table 6: Site Allocations DPD delivery of the Core Strategy

Table 6 below identifies the principal Core Strategy policies and strategic objectives that each site allocation will assist in delivering:

Core Strategy policies

- CS1 A spatial strategy for Woking Borough
- CS2 Woking Town Centre
- CS3 West Byfleet District Centre
- CS4 Local Neighbourhood Centres Shopping Parades
- CS5 Priority Places
- CS6 Green Belt
- CS7 Biodiversity and nature conservation
- CS8 Thames Basin Heaths Special Protection Areas
- CS9 Flooding and water management
- CS10 Housing provision and distribution
- CS11 Housing mix
- CS12 Affordable housing
- CS13 Older people and vulnerable groups
- CS14 Gypsies Travellers and Travelling Showpeople
- CS15 Sustainable economic development
- CS16 Infrastructure delivery
- CS17 Open space green infrastructure sport recreation
- CS18 Transport and accessibility
- CS19 Social and community infrastructure
- CS20 Heritage and conservation
- CS21 Design
- CS22 Sustainable construction
- CS23 Renewable and low carbon energy generation
- CS24 Woking's landscape and townscape

Core Strategy objectives

- Objective 1 Diverse range of development in Woking Town Centre
- Objective 2 Enable attractive and sustainable development of district and local centres
- Objective 3 Enable provision of well designed homes
- Objective 4 Protect integrity of the Green Belt
- Objective 5 Enable a buoyant local economy
- Objective 6 Lead the way in high quality sustainable development
- Objective 7 Maintain and improve air and water quality
- Objective 8 Encourage high quality design buildings neighbourhoods
- Objective 9 Ensure provision of community infrastructure
- Objective 10 Work in partnership with Surrey County Council other stakeholders
- Objective 11 Provide integrated effective transport interchange
- Objective 12 Preserve enhance cultural historic biodiversity geodiversity
- Objective 13 Significantly reduce absolute and relative deprivation

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA1	Library, 71 High Road, Byfleet, KT14 7QN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA2	Trizancia House & Woodstead House, Chertsey Road	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
	6BW		
UA7	Woking Railway Station, car park and bus/rail interchange, High Street, Broadway and Station Approach, Woking, GU22 7AE	CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 11 Provide integrated effective transport interchange
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA13	30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy,
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure	Objective 5 Enable a buoyant local economy, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA16	Chertsey House, 61 Chertsey road, Woking, GU21 5BN	CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy
UA17	Griffin House, West Street, Woking, GU21 6BS	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA18	Concord House, 165 Church Street East, Woking, GU21 6HJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA22	Ian Allan Motors, 63-65 High Street Old Woking, GU22 9LN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA23	Elmbridge House, Elmbridge Lane, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA24	Sherpa House, Kingfield Road, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres,
UA25	Sheerwater Regeneration Scheme, Albert Drive, Woking, GU21 5RE	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA26	101-121 Chertsey Road, Woking, GU21 5BW	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA27	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	CS5 Priority Places, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA28	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	CS5 Priority Places, CS15 Sustainable economic development	Objective 13 Significantly reduce absolute and relative deprivation
UA29	29-31 Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA30	95-105 Maybury Road, Woking, GU21 5JL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA31	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA32	Car Park (East), Oriental Road, Woking, GU22 8BD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure delivery, CS17 Open space, green infrastructure, sport and recreation	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA33	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA34	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Woking, GU22 7QE	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA35	Quadrant Court, Guildford Road, Woking, GU22 7QQ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA36	Land at Bradfield Close and 7 York Road, GU22 7XH	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA37	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA38	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA39	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA40	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA41	Car Park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA42	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA43	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA44	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure delivery, CS19 Social and community infrastructure, CS15 Sustainable economic development	Objective 3 Enable provision of well designed homes, Objective 9 Ensure provision of community infrastructure, Objective 5 Enable a buoyant local economy
GB1	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt Objective 3 Enable provision of well designed homes
GB2	Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD	CS6 Green Belt, CS10 Housing provision and distribution, CS14 Gypsies Travellers and Travelling Showpeople	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	CS6 Green Belt, CS16 Infrastructure delivery, CS20 Heritage and conservation	Objective 4 Protect integrity of the Green Belt, Objective 9 Provision of community infrastructure
GB4	Land south of Parvis Road and High Road, Byfleet, KT14 7QL	CS1 A spatial strategy for Woking Borough, CS6 Green Belt	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB5	Land to the south of Rectory Lane Lane, Byfleet, KT14 7NE	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	CS6 Green Belt, CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 4 Protect integrity of the Green Belt
GB7	Nursery Land adjacent to Egley Road, Mayford, GU22 0PL	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure Delivery	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB9	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB10	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB11	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS20 Heritage and conservation;	Objective 4 Protect integrity of the Green Belt, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB13	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB14	Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB18	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	CS6 Green Belt, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Appendix 6 – Update since publication of DPD for Regulation 18 consultation

Since the publication of the draft Site Allocations DPD for Regulation 18 consultation, there have been changes to the status of a number of the sites. Also, a few new sites have been identified through the review of the SHLAA or granted planning approval. This Appendix provides an update:

Sites under construction and/or delivered:

- UA4 – Kings Court and Thomsen House, Church Street – Development has commenced;
- UA6 – Land at Albion House, High Street – The site is being significantly refurbished and it is unlikely that it will be comprehensively redeveloped during the Core Strategy period as originally envisaged. Any redevelopment opportunity is likely to occur after this plan period
- UA9 - Victoria Square development, Church Street West – site is under construction and will be near completion by the adoption of the DPD;
- UA10 - The Coign Church, 1 – 5 Church Street West and 5 – 19 Oaks Road – Proposal for mixed use to include residential (PLAN/2013/1207) has been withdrawn. New proposal for a new church currently being considered (PLAN/2018/0410).
- UA22 – 73 Horsell Moor – development near completion and partially occupied.
- UA44 - Former St Dunstons Church, White Rose Lane – site is under construction and is likely to be completed by the adoption of the DPD;

These sites have been deleted from the Site Allocations DPD. Their estimated yields will be reflected in the residual amount of land that has to be identified to meet development requirements.

Sites that have been partially delivered:

- UA37 – 1 – 5 Elliot Court, north Road, land to the rear of 1 to 3 North Road and 95 – 105 Maybury Road – Development of part of the site (1-5 Elliot Court) is near completion.

The site has been amended to reflect that development at part of the site is near completion. The indicative density remains unchanged.

Sites that are at a very early stage of commencement:

- UA38 – Walton Road Youth Centre, Walton Road
- UA50 – Car park to east of Enterprise House, station Approach, West Byfleet

These sites have been retained in the Site Allocations DPD.

New sites identified in the revised SHLAA that are recommended to be included in the DPD:

- Ian Allan Motors, 63 – 65 High Street, Old Woking – Outline permission for the demolition of all existing buildings and the erection of 24 residential units. The proposal is likely to be delivered within the Core Strategy period. It is proposed to include the site in the DPD;
- Land at Bradfield Close and 7 York Road – recommendation to grant permission for 46 flats. The proposal is likely to be delivered within the Core Strategy period. It is recommended to include the site in the DPD

Site with planning approval not recommended to be allocated

- Britannia Wharf, Monument Road – Site has permission for demolition of the existing building and construction of an 82 bed care home. The site also has a life application for the partial demolition and extension of existing building to create 52 flats (C3). It is likely that one of these proposals will be implemented during the Core Strategy period. Given that the site is in the Green Belt and its development has to be justified by very special circumstances, it is not intended to allocate it in the Site Allocations DPD

Prior approvals

- Regent House, 19 – 20 Broadway – prior approval granted for change of use from office to 15 flats;
- Grosvenor Court, Hipley Street – prior approval granted for change of use from office to 19 flats;
- Premier House, 15 – 19 Church Street – prior approval granted for change of use from office to 29 flats,
- Church Gate, 9 – 11 Church Street West – prior approval granted for change of use from office to 32 flats.

Given that the planning approvals were by prior approval, and the proposals would lead to the loss of employment land, it is not intended to allocate them in the DPD. However, it is acknowledged that they could still be delivered and when they do, will be counted towards the overall housing land supply.

Update on evidence base studies

- A320 Corridor Study – A joint study with Surrey Heath and Runnymede Borough Councils to assess the cumulative quantum and distribution of vehicular trips from development proposals in Runnymede, Surrey Heath and Woking boroughs and forecast impact on the A320 corridor. The study develops a preferred package of mitigation measures to address/or minimise the impact of the proposed growth to enable delivery of the developments.
- Woking local Plan – Potential mitigation – The study develops measures of mitigation to address forecast development impacts on the A245 corridor.

- Woking Borough Council Site Allocations DPD – Habitats Regulations Assessment (HRA) – Study updates previous HRA following the People Over Wind and Sweetman v Coillte Teoranta EUCJ judgement.
- Review of the Infrastructure Delivery Plan.
- Review of the Strategic Housing Land Availability Assessment.
- Revised Sustainability Appraisal.

Appendix 7 - Glossary of terms and abbreviations

Affordable Housing – homes with an element of public subsidy provided by either the private or public sector to make costs affordable for households on a low or moderate income. Includes social rented, intermediate, and affordable rent housing. A fuller definition is provided in the Core Strategy.

Annual Monitoring Report (AMR) – the Council produces an AMR each year to assess the performance and effects of the Local Development Documents.

Brownfield land – see Previously Developed Land.

Communities and Local Government (CLG) – the Government department preparing national planning policy and guidance.

Core Strategy – sets out the long-term vision for the Borough. The Core Strategy for Woking Borough was adopted in October 2012. It provides the main strategic policies and proposals to deliver that vision.

Development Management Policies – a Development Plan Document (DPD) that provides detailed local planning policies to support delivery of the Core Strategy.

Development Plan Document (DPD) – Local Development Documents (LDD) documents containing the core planning policies and proposals. These are subject to independent examination. Woking Borough Council is intending to prepare the following DPDs: Core Strategy, Development Management DPD, Site Allocations DPD and Proposals Map.

Development proposals – development schemes in preparation, the subject of a planning application or planning decision.

Dwellings per hectare (dph) – measure of residential development density. Core Strategy Policy CS10 – *Housing provision and distribution* sets out indicative density ranges for different parts of the Borough.

Greenfield land – land or a defined site (usually garden land or farmland), that has not previously been developed. The full definition used by the Council is provided in the [National Planning Policy Framework](#). Additional guidance on local interpretation is provided in the [Affordable Housing Delivery SPD](#).

Habitat Regulations Assessment (HRA) – also known as Appropriate Assessment. HRAs are used to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, or Natura 2000 sites. The need for HRA is set out within the EC Habitats Directive 92/43/EEC and transposed into British Law by Regulation 102 of the Conservation of Habitats and Species Regulations 2010.

Local Development Document (LDD) – documents providing the framework for planning in the Borough and guiding planning decisions. Comprises development plan documents, supplementary planning documents and Statement of Community Involvement i.e. both statutory and non-statutory documents.

Local Planning Authority – a council's planning service. For this area the Local Planning Authorities for most types of development is Woking Borough Council. Surrey County Councils is responsible for planning matters such as waste and minerals planning.

Local Transport Plan (LTP) – transport plan prepared by the Local Highway Authority, for this area this is Surrey County Council.

National Planning Policy Framework (NPPF) – sets out the Government’s vision for sustainable development through a set of economic, environmental and social planning policies.

National Planning Practice Guidance (NPPG) – sets out the Government’s advice on economic, environmental and social planning matters.

Previously Developed Land – land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. The full definitions used by the Council are provided in the [National Planning Policy Framework](#) and in the [Core Strategy](#). Additional local guidance on interpretation is provided in the [Affordable Housing Delivery SPD](#).

Safeguarded Site – Land that will be removed from the Green Belt for future development needs. Safeguarded sites will continue to be protected by Green Belt policy and will only be released for development through a review of either the Core Strategy or Site Allocations DPD.

Site allocation – identification of a site for future development, for a specified use or mix of uses, through a Development Plan Document.

Site Allocations DPD – the document through which site allocations are made.

Special Protection Area (SPA) – Areas which support significant numbers of ground nesting birds and their habitats. SPAs are classified under the Birds Directive.

Specialist accommodation - dwellings for people with special needs, including elderly persons, persons with mental or physical needs or temporary accommodation. There are certain types of residential accommodation, which cater for sectors of the community with specific needs. These are often related to the more vulnerable members of society, or those who would benefit from a higher level of on-site support. This need can be divided into two broad groupings – the growing elderly population, and those who may need specialist social support.

Strategic Environment Assessment (SEA) - an environmental assessment of plans and programmes, including Development Plan Documents. A system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred to as Strategic Environmental Impact Assessment. The specific term Strategic Environmental Assessment relates to European Union policy.

Strategic Housing Land Availability Assessment (SHLAA) - research that identifies specific deliverable and developable sites, to demonstrate how the level of housing supply set out in the adopted Core Strategy is to be achieved.

Strategic Housing Market Assessment (SHMA) - an assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographics.

Suitable Alternative Natural Greenspace (SANG) - informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

Supplementary Planning Document (SPD) – non-statutory documents that expand upon policies and proposals in development plan documents (DPDs), guiding the delivery of development and the principles set out in the Core Strategy. Unlike Development Plan Documents, SPDs do not form part of the statutory development plan.

Sustainability Appraisal - a social, economic and environmental assessment primarily used for DPDs, incorporating the requirements of the Strategic Environmental Assessment (SEA) Directive. Sustainability appraisal assesses the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable development - the core principle underpinning the planning system, as set out in the National Planning Policy Framework (NPPF). This means meeting the needs of the present without compromising the ability of future generations to meet theirs.

Transit site – a temporary stopping place for Travellers.

Traveller - the term ‘traveller’ is used to refer to Gypsies, Travellers, and Travelling Showpeople

Viability - the economic viability of a scheme, assessed through a financial appraisal process of costs and values.