

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](#).

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. 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.

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 between the urban area and 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 GB15) 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.

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 GB8) 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.

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.

Coblans Nursery and Lyndhurst, 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.

The release of part of this land for a school will be supported in principle at any time during the plan period if a need can be justified and a special circumstance case can be established. Any such proposal would need to comply with the policies of the Core Strategy.

Land at Broadoaks, Parvis Road, West Byfleet (Proposal Site GB16) is released from the Green Belt and allocated for an employment led mixed use development to comprise high quality office and research premises and residential including accommodation to meet the needs of the elderly, between 2015 and 2027. There is no restriction on the timing of when the proposed development could come forward. Any development that will compromise the delivery of the site will be resisted.

Land at:

- **South of High Road, Byfleet (Proposal Site GB4);**
- **South of Murray's Lane, Byfleet (Proposal Site GB5);**
- **Woking Garden Centre, Egley Road, Mayford (Proposal Site GB9);**
- **Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford (Proposal Site GB10);**
- **Land to the north west of Saunders Lane, Mayford (Proposal Site GB11);**
- **Rear of 79 – 95 Lovelace Drive, Teggs Lane, Pyrford (Proposal Site GB12);**
- **East of Upshot Lane and south of Aviary Road, Pyrford (Proposal Site GB13); and**
- **Land adjacent to Hook Hill Lane, Hook Heath, Woking (Proposal Site GB14)**

are 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.

Land at Five Acres 1, Brookwood Lye Road, Brookwood (Proposal Site GB2) is released from the Green Belt and allocated for pitches (4 as an extension and permanent permission for two existing temporary pitches) to meet the needs of Travellers and a transit site, between 2016 and 2027.

Land at Five Acres 2, Brookwood Lye Road, Brookwood (Proposal Site GB2) is released from the Green Belt and allocated for 4 pitches (as an extension) to meet the needs of Travellers, between 2016 and 2027.

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 proposals. 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 continue to be subject to Green Belt policy until its release 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 green infrastructure needs of the Borough but to do so in a managed and timely manner. There are specific sites (land surrounding West Hall, Parvis Road, West Byfleet Proposal Site GB15, Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood (Proposal Site GB1) and the former nursery land adjacent Egley Road, Mayford Proposal Site GB8) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027. These sites are expected to make provision for the delivery of at least 550 new dwellings. The timing for the release of the sites for development has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, as a general principle, the Council will resist the release of the sites for development prior to 2022. It will also resist any development that will compromise its 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. Three sites (Proposal Sites GB2, GB3 and GB7) are identified to enable the provision of 19 pitches in this period. The Council will manage the delivery 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 19 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 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 GB8) has been allocated for the provision of a secondary school. The Council will work with Surrey County Council and/or 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.

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 GB16) 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, 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.

A Sustainability Appraisal of the sites has been carried out to inform their key requirement and the most appropriate timing for individual sites to be programmed.

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.

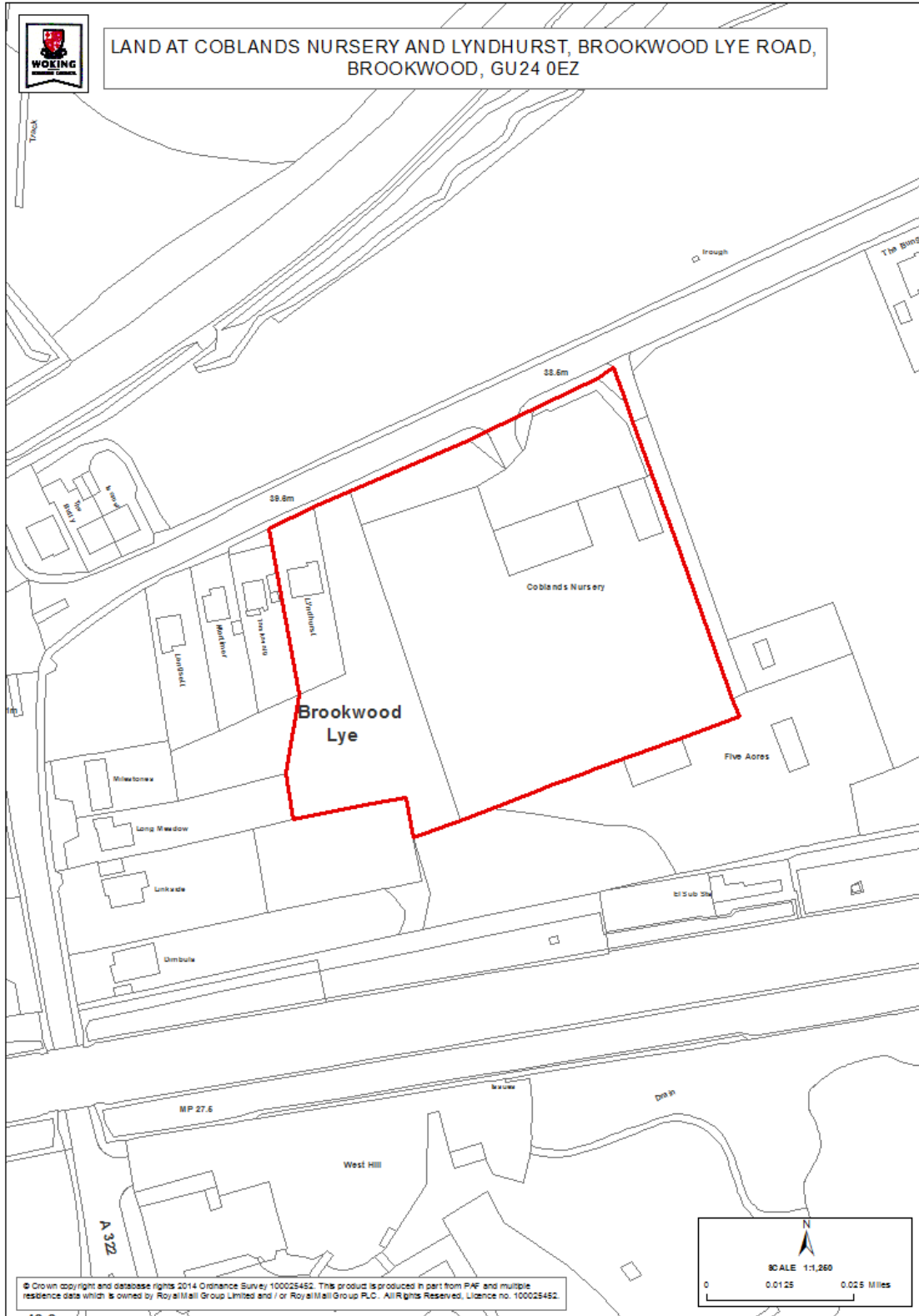
Proposal Sites

Each Green Belt site is discussed in more detail next, including an indication of the specific requirements each will be expected to meet, in the context of normal development plan policy requirements.

Brookwood

Proposal reference: GB1

Site address: Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ





Policy GB1: Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood – safeguarded site

This 1.05 ha. site is excluded from the Green Belt and 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). 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;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Detailed site layout may require landscaping to buffer against the noise impacts from the road and railway line;
- A density of 35 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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. proposals in Flood Zones 3a and 3b are 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, dependant 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
- Site lies within a fibre cable consultation zone;
- 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.

Reasoned justification: This site is accessibly situated on the eastern edge of, but 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.

The GBBR estimates a potential development yield of 37 homes on this site (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:

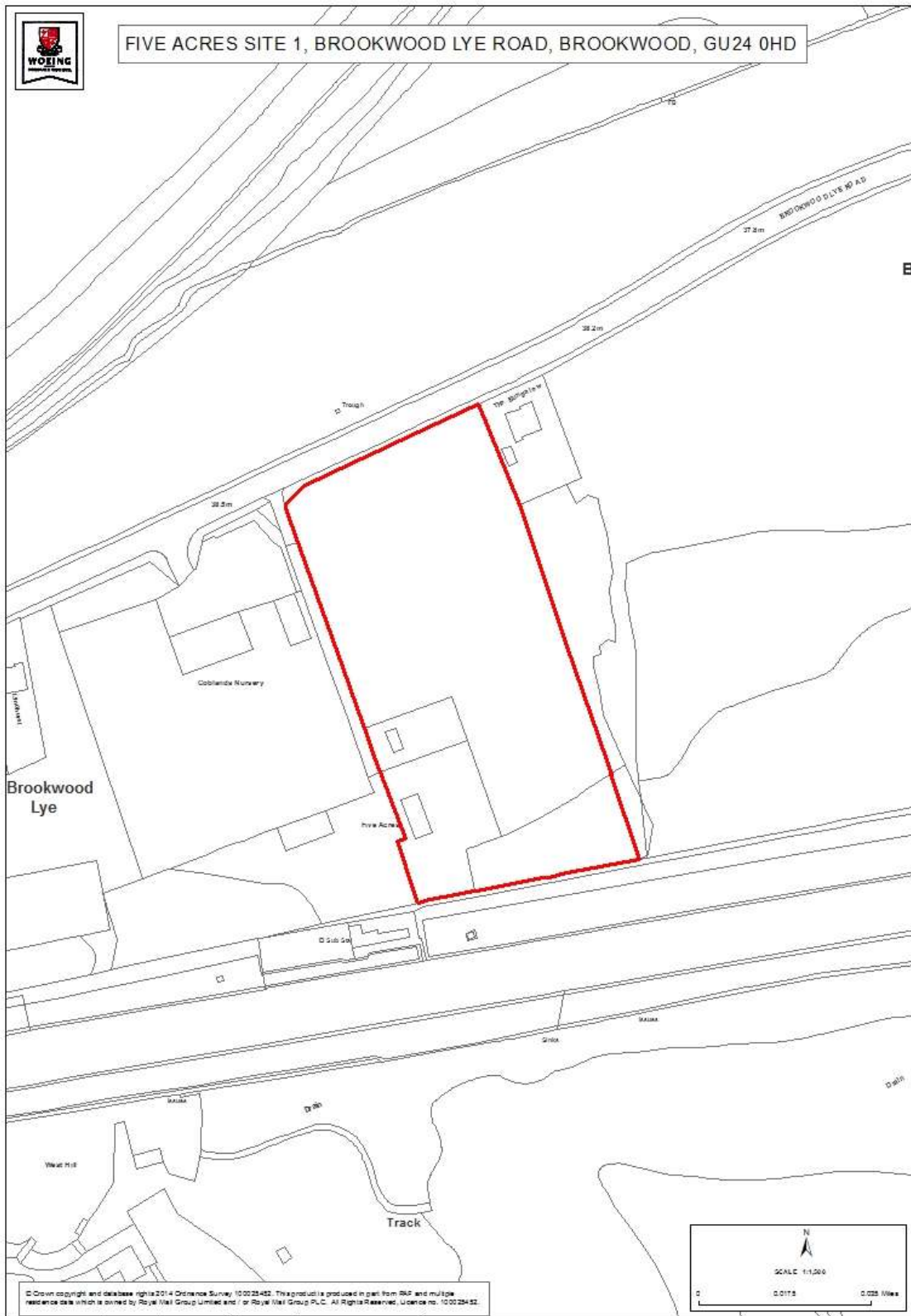
- The land is in multiple ownership and is known to be available for development;
- Developer-led.

Key evidence base:

- Green Belt boundary review (Parcel 22, WGB022a)
- Strategic Housing Land Availability Assessment (SHLAABR024a)
- 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 1, Brookwood Lye Road, Brookwood, GU24 0HD







Policy GB2: Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD

This 0.07ha site is excluded from the Green Belt and is allocated for 6 pitches to meet the needs of Travellers and for a Traveller transit site, from adoption of this DPD (between 2016 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). 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;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- 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 adjacent to Flood Zones 2 and 3. Proposals in Flood Zones 3a and 3b are 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 for this reason;
- 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, dependant 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.

Reasoned justification: This existing Traveller site is accessibly situated on the eastern edge of Brookwood village. The site faces Brookwood Lye Road, with the main line railway to its 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 six additional Traveller pitches, taking into account the opportunity to make permanent two existing temporary pitches (PLAN/2013/0062) and an extension of four pitches. Also 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:

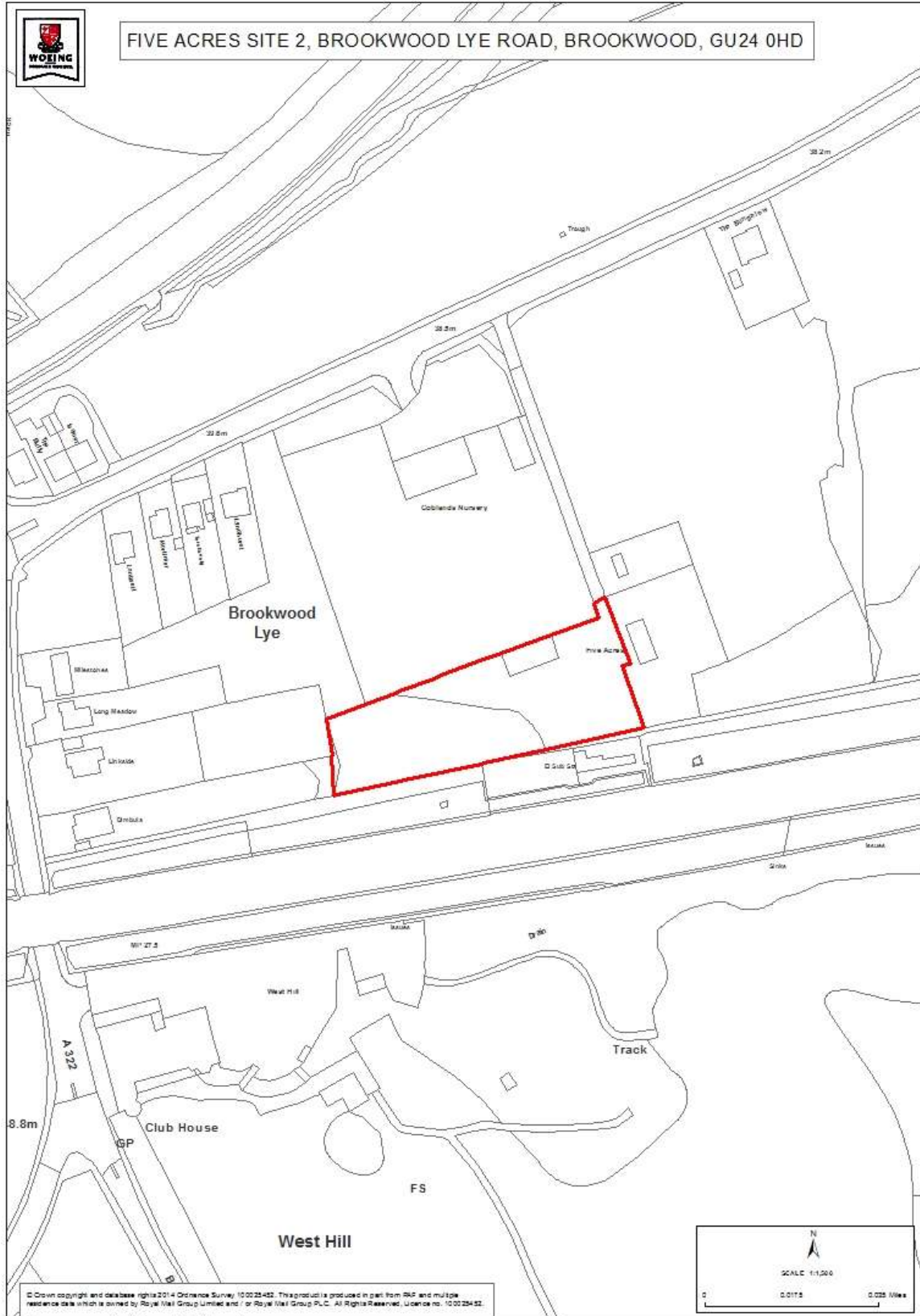
- The land is understood to be in single ownership.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABR014a)
- 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: Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD







Policy GB3: Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD

This 0.32ha site is excluded from the Green Belt and is for 4 pitches to meet the needs of Travellers, from adoption of this DPD (between 2016 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). 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;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- 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 adjacent to Flood Zones 2 and 3. Proposals in Flood Zones 3a and 3b are 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 for this reason;
- 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, dependant 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.

Reasoned justification: This existing Traveller site is accessibly situated on the eastern edge of Brookwood village. The site faces Brookwood Lye Road, with the main line railway to its 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 four additional Traveller pitches as an extension of the existing 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.

This will assist in meeting the identified needs of Travellers up to 2027.

Delivery arrangements:

- The land is in single ownership.

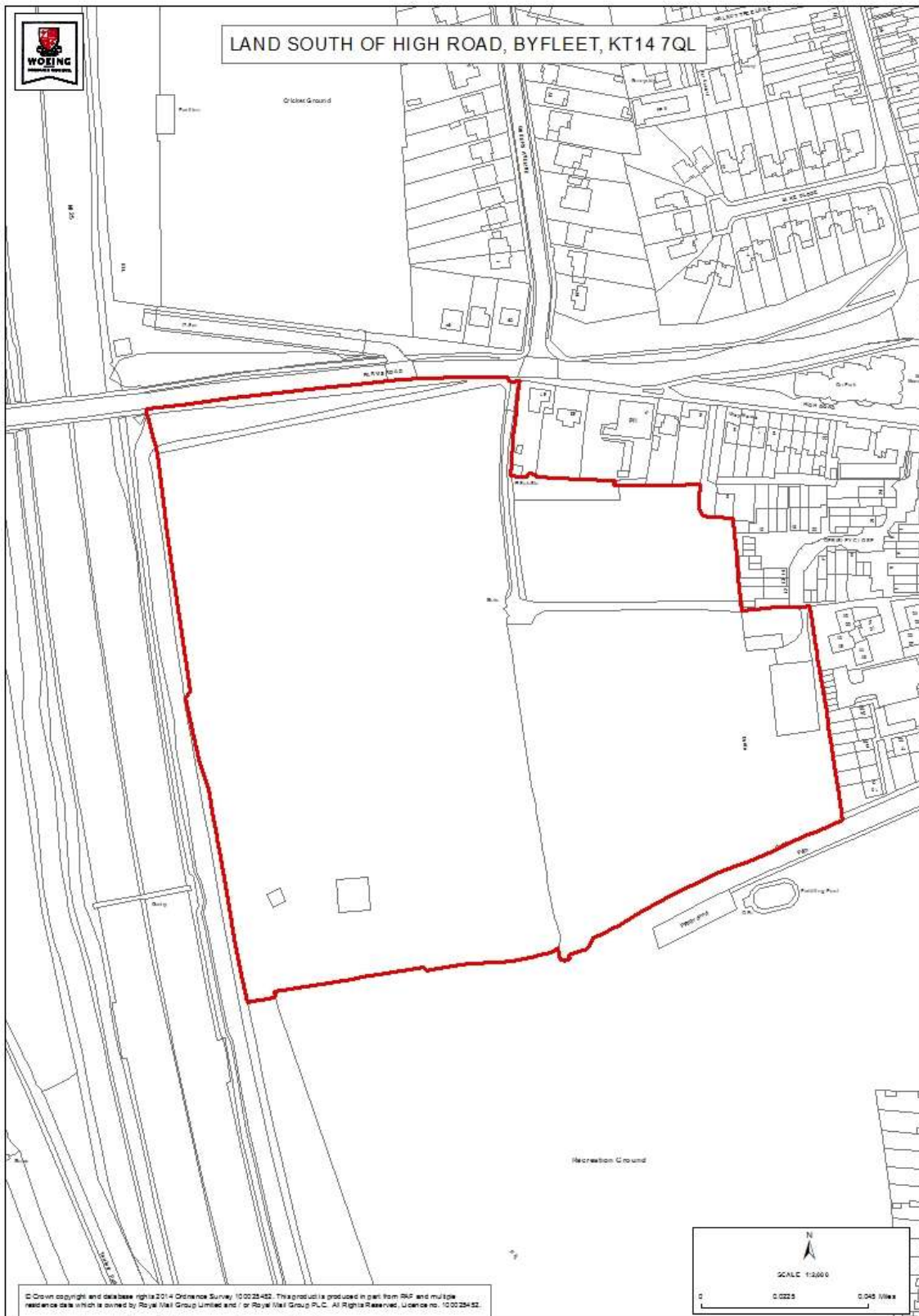
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABR024b)
- 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).

Byfleet

Proposal reference: GB4

Site address: Land south of High Road, Byfleet, KT14 7QL







Policy GB4: Land south of High Road, Byfleet, KT14 7QL – safeguarded site

This 5.83ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Net developable area 1.7 ha;
- A development density of 50 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- The site provides an opportunity for a mix of dwelling types including homes for older persons, possible extra care;
- Development to include significant green infrastructure – open space and landscaping - on western side;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted 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).

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - Highway works required to achieve a satisfactory vehicular access. Access from the A245 constrained by the nearby Queens Avenue junction and road embankment leading to the bridge over the M25. There may be potential to take access to this site through the existing recreation ground to the immediate south, with the existing car park re-configured.
 - The site layout / design should provide as direct as possible a route from the development to local bus stops;
 - Improve access to key services and facilities by improving connectivity to cycle routes and public footpaths
- Explore the viability of moving existing high voltage power lines and pylon infrastructure underground;
- Byfleet Village Conservation Area is located to the north east of the site; any proposals must respect (or enhance) the character of the surrounding area,;
- Due to the proximity to significant traffic on the M25, 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 and Air Quality Assessment would be required;
- 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;
- Improve connectivity to Recreation Ground, proposed SANG, and from development in east of site to GI in west of site;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- Appropriate landscaping, potentially to include landscaping to buffer to the motorway;
- Careful design of layout to take into account locally listed heritage assets;
- The site lies within a fibre cable consultation zone;
- 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.

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 developable. 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 a larger site, which will 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.

The GBBR estimates a residential development yield of 85 dwellings on this individual site, calculated at an assumed indicative density of 50 dwellings per hectare (dph), given the site's good accessibility to local services in Byfleet village centre.

Public open space, landscaping and recreation areas to be provided on the remaining land (3.87 ha).

The site boundary is drawn to include the highway verge to Parvis Road, to assist in ensuring a strong defensible Green Belt boundary in the future.

Delivery arrangements:

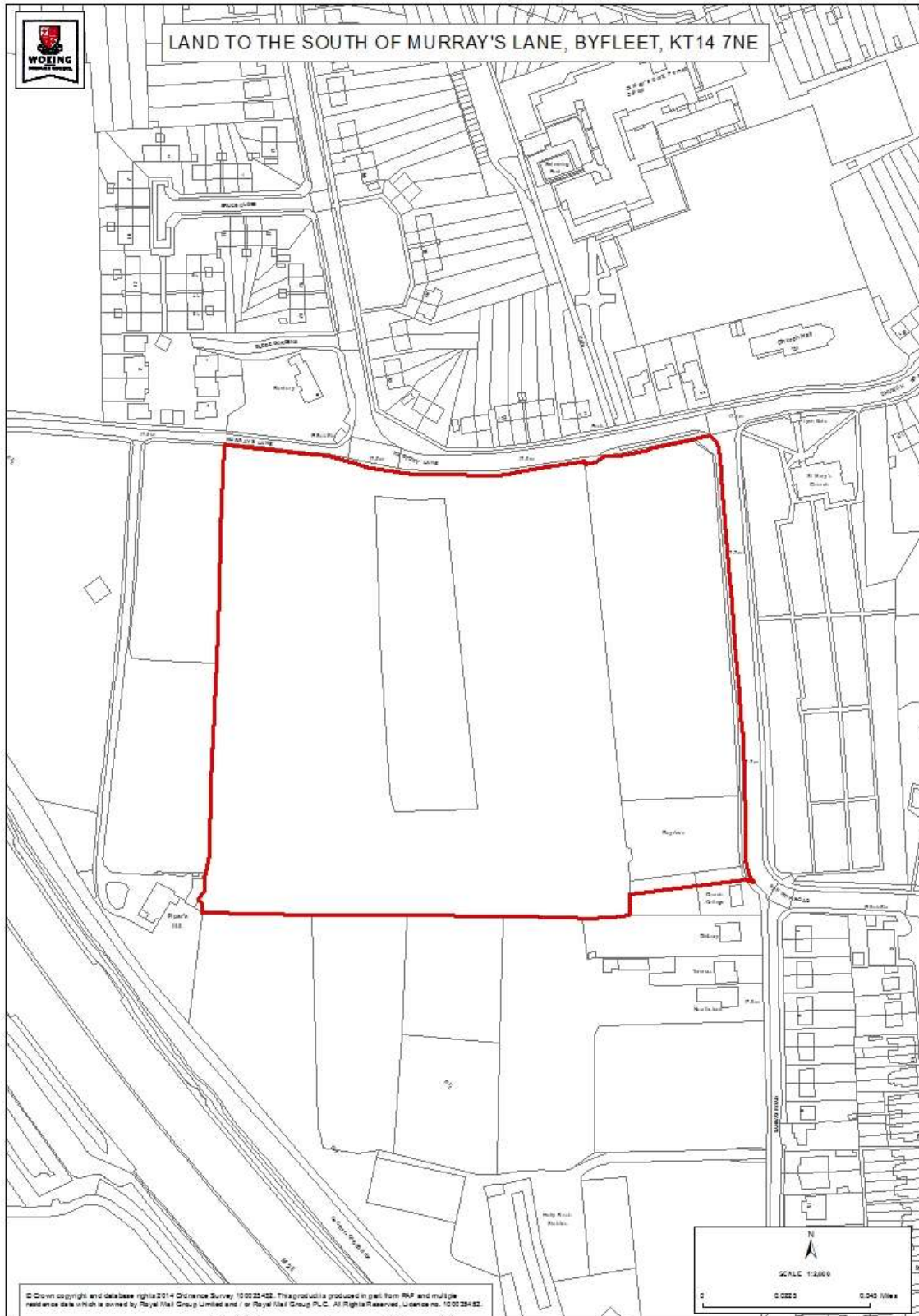
- The land is available for development in the next five years
- The adjoining/nearby land is in the same ownership and is available for the provision of community uses such as public open space;
- Developer-led.

Key evidence base:

- Green Belt boundary review (Parcel 6 - WGB006a)
- Strategic Housing Land Availability Assessment (SHLAABY043)
- 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: GB5

Site address: Land to the south of Murray's Lane, Byfleet, KT14 7NE







Policy GB5: Land to the south of Murray's Lane, Byfleet, KT14 7NE – safeguarded site

This 4.43ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Net developable area 3 ha;
- A development density of 45 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Development to include green infrastructure – open space and landscaping – in the south western corner. If sufficient greenspace is not available on safeguarded land to the north-west (Proposal Site GB4), this would need to be accommodated on this site, or improvements made to the adjacent recreation area;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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;
- Due to the proximity to significant traffic on the M25, 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 and Air Quality Assessment would be required;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site; South and eastern parts of the site shown to be within Flood Zone 2 therefore the impact of climate change on the flood risk to the site should be assessed for any proposed development in this area (Flood Risk Assessment);
- Highway works will be required to achieve a satisfactory vehicular access.
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - The development should provide a footway on the south side of Rectory Lane along the development site frontage and pedestrian crossing(s) to the existing footways opposite.
 - The Rectory Lane / Church Road local bus stops closest to the development site will require improvement by the developer.
- Explore the viability of moving existing high voltage power lines underground;
- Development to retain trees of amenity value (Tree Preservation Order);
- Design to have regard to biodiversity opportunities (site within Surrey Biodiversity Action Plan Floodplain Grazing Marsh habitat) and the adjacent Public Right of Way;
- There is an adjacent Area of High Archaeological Potential (the recreation area to the east);
- The site lies within a fibre cable consultation zone;
- 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 area and BAP Floodplain Grazing Marsh habitat) – design to have regard to biodiversity opportunities. The design solution should build in wildlife features/corridors;
- Improve provision of and connectivity to GI assets, including recreation area to east of site, proposed SANG, and new GI provision in southwest of site;
- Design of development to preserve and enhance surrounding 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.

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 Murray's 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.

The eastern site boundary faces Sanway Road, beyond which are playing fields and the churchyard that are currently within the Green Belt. Upon adoption of the Site Allocations DPD, these areas abutting the Proposal Site will become part of the Urban Area.

The south-west corner of the site (0.37 ha) is constrained by electricity infrastructure (high voltage power lines) and noise impacts from the adjacent M25, reducing the net developable site area to 3 ha. This more constrained area lends itself to provision of greenspace.

Together with other land assessed by the GBBR in Parcel 6, this site forms a larger site, which will be comprehensively master-planned to maximise development and environmental quality and delivery against the objectives of the Core Strategy. As a whole the sites provides the opportunity to deliver additional open space and recreation land, new residential

The GBBR estimates a residential development yield of 135 dwellings on this individual site, calculated at an assumed indicative density of 45 dwellings per hectare (dph), given the site's good accessibility to local services in Byfleet village centre.

Delivery arrangements:

- The land is available for development in the next five years
- In addition, the adjoining/nearby land is in the same ownership and is available for the provision of community uses such as public open space;
- Developer-led.

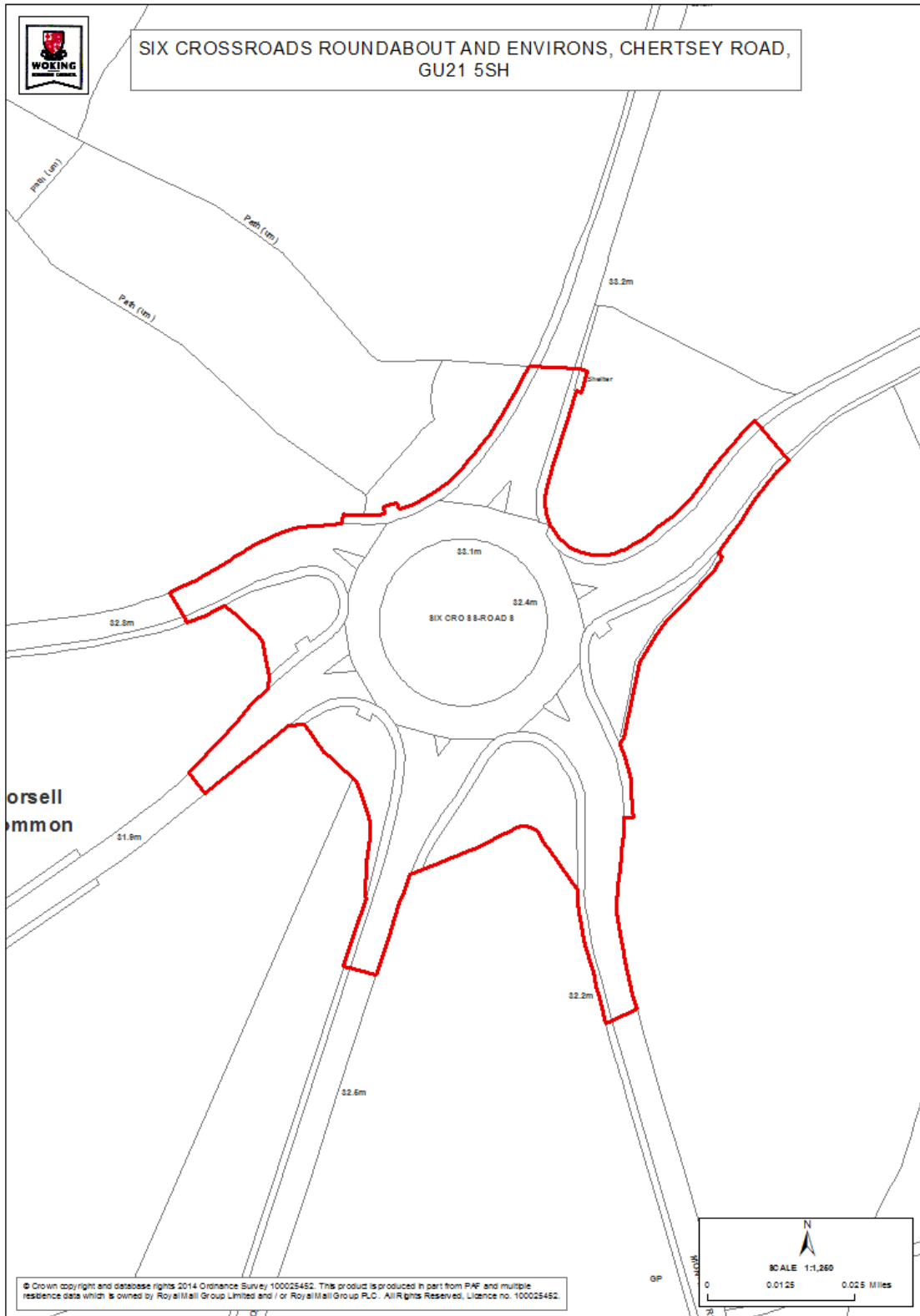
Key evidence base:

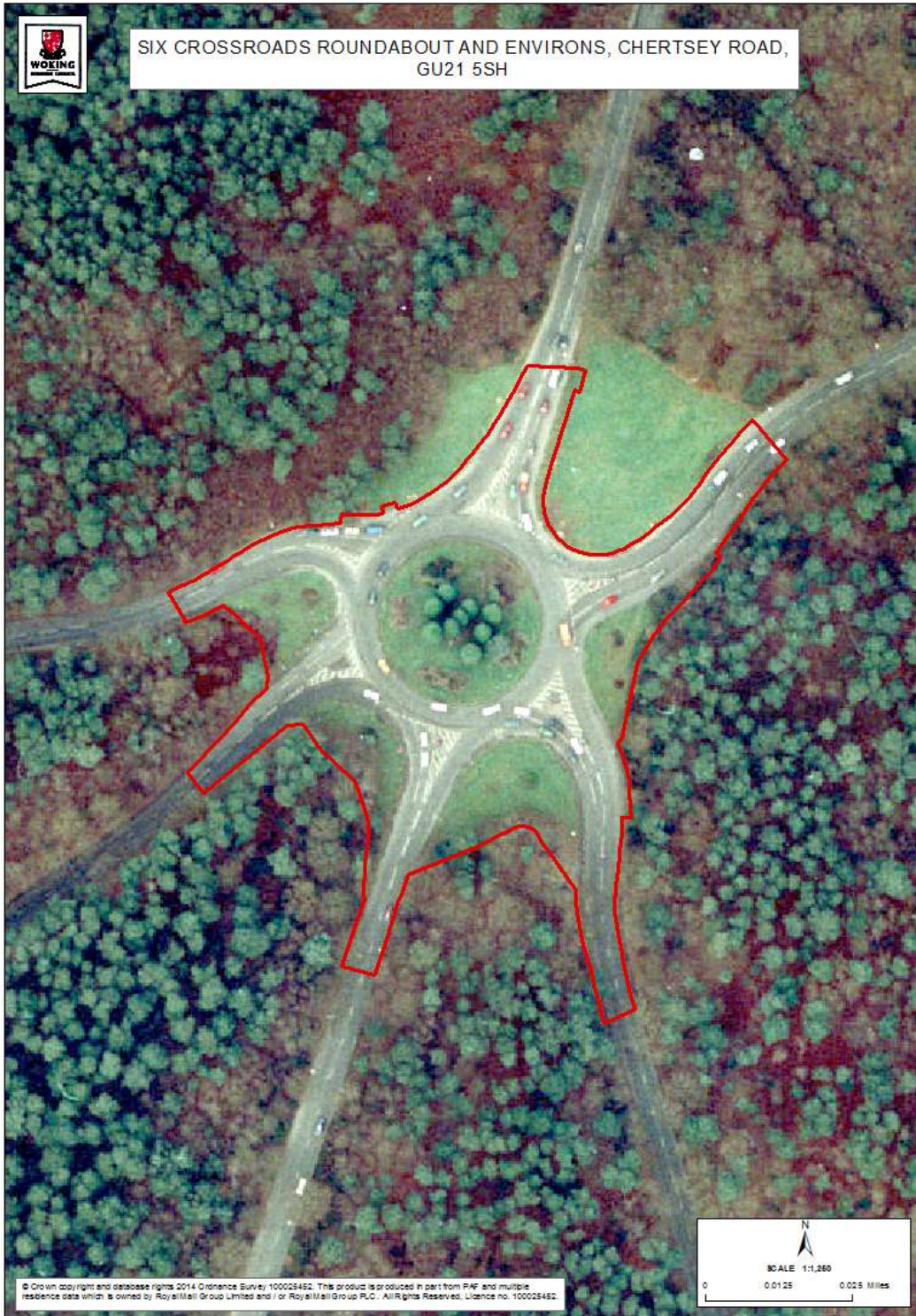
- Green Belt Boundary Review (Parcel 6 - WGB006b, WOK001)
- Strategic Housing Land Availability Assessment (SHLAABY044)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD.

Horsell East Woodham

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 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.

Reasoned justification: The Local Transport Strategy (LTS) for Woking Borough identifies some approaches into the Six Crossroads as a key location where congestion occurs during peak hours (paragraph 3.15). It is a key junction, both in the immediate area and on the wider Woking transport network. It is located to the north east of Woking on the A320 and A245 corridors and is the point where the A245, A320 and Monument Road all converge.

The approaches of particular concern are the A245 Shores Road, the A320 Chertsey Road and Monument Road. The A245 is a signed route to access Woking town centre; the Six Crossroads is a key point on any journey to access J11 of the M25 as well as St Peter's Hospital.

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





Policy GB7: Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP

This 3.36ha. site is allocated to deliver pitches to meet the needs of Travellers by providing up to 12 pitches within the Green Belt, from adoption of this DPD (between 2016 and 2027), 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;
- 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 southern part of the Site is shown to be within Flood Zone 3 and Flood Zone 2, therefore a detailed Flood Risk Assessment will need to be submitted with a planning application demonstrating the proposed development is safe and does not increase flood risk elsewhere. This assessment needs to take into account the impact of climate change on any site specific flood levels and incorporate this on any proposed mitigation measures(Policy CS9 – Flooding and Water Management and NPPF).
- 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, including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF).
- Any loss in floodplain storage within the 1 in 100 (1%) annual probability plus climate change flood extent will need to be compensated for on a level for level basis to ensure no loss in floodplain

storage.

- A Flood Risk Management Plan will need to be submitted with any planning application to ensure any proposed development has safe access and egress to, from and within the site in the event of a design flood.
- All residential floor levels will need to be raised 300mm above the 1 in 100 (1%) annual probability plus climate change flood level.
- Applies to all of the site:
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Any development should have regard to the setting of the adjacent statutory listed building and adjacent Site of Special Scientific Interest;
- Within Biodiversity Opportunity Area; consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted;
- The Surrey Biodiversity Action Plan (BAP) Floodplain Grazing Marsh habitat;
- Due to the proximity to the 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, to include and recognise local road traffic impact);
- Current or historical contaminative uses may have led to soil and groundwater contamination in and around this former farm 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 will be necessary and remediation likely to be required.
- Improve access to key services and facilities by improving pedestrian and cycle links, and links to bus routes on Egley Road;
- Improve provision of and connectivity to informal and formal recreation space;
- Conduct landscape assessment to determine levels of biodiversity and valuable landscape features on site and impacts on environmentally sensitive areas to west of site;
- Detailed site layout to take into account: flood risk, heritage asset and its setting; opportunities to enhance biodiversity through retention/creation of green infrastructure e.g. creation of links with surrounding GI network;
- Retain valuable trees and retain/enhance landscaping to reduce visual impact;
- Retain suitable buffer zone alongside Hoe Stream;
- Potential for inclusion of an element of business use, where this would support residents living and working on site.

Reasoned justification: As an existing Traveller site, this 4 ha. area of land in Mayford & Sutton Green ward is already safeguarded for this purpose by Policy CS14 of the Core Strategy.

The Green Belt boundary review found this site potentially suitable for intensification, but at that time unavailable for increased Gypsy and Traveller use (paragraph 6.4.10). The consultants recommended the Council to continue to investigate the potential of intensification with the owner, if the traveller accommodation needs can not be met within or adjacent to the urban area, outside the Green Belt. This is the case.

The Council has since confirmed with the landowner that the site is willing to make the site available for additional Traveller accommodation.

It is estimated that up to 12 additional permanent pitches could be provided on this site, in addition to the existing 3 pitches.

Whilst presented under the Section B heading, the site will remain within and 'washed over' by the Green Belt designation.

Delivery arrangements:

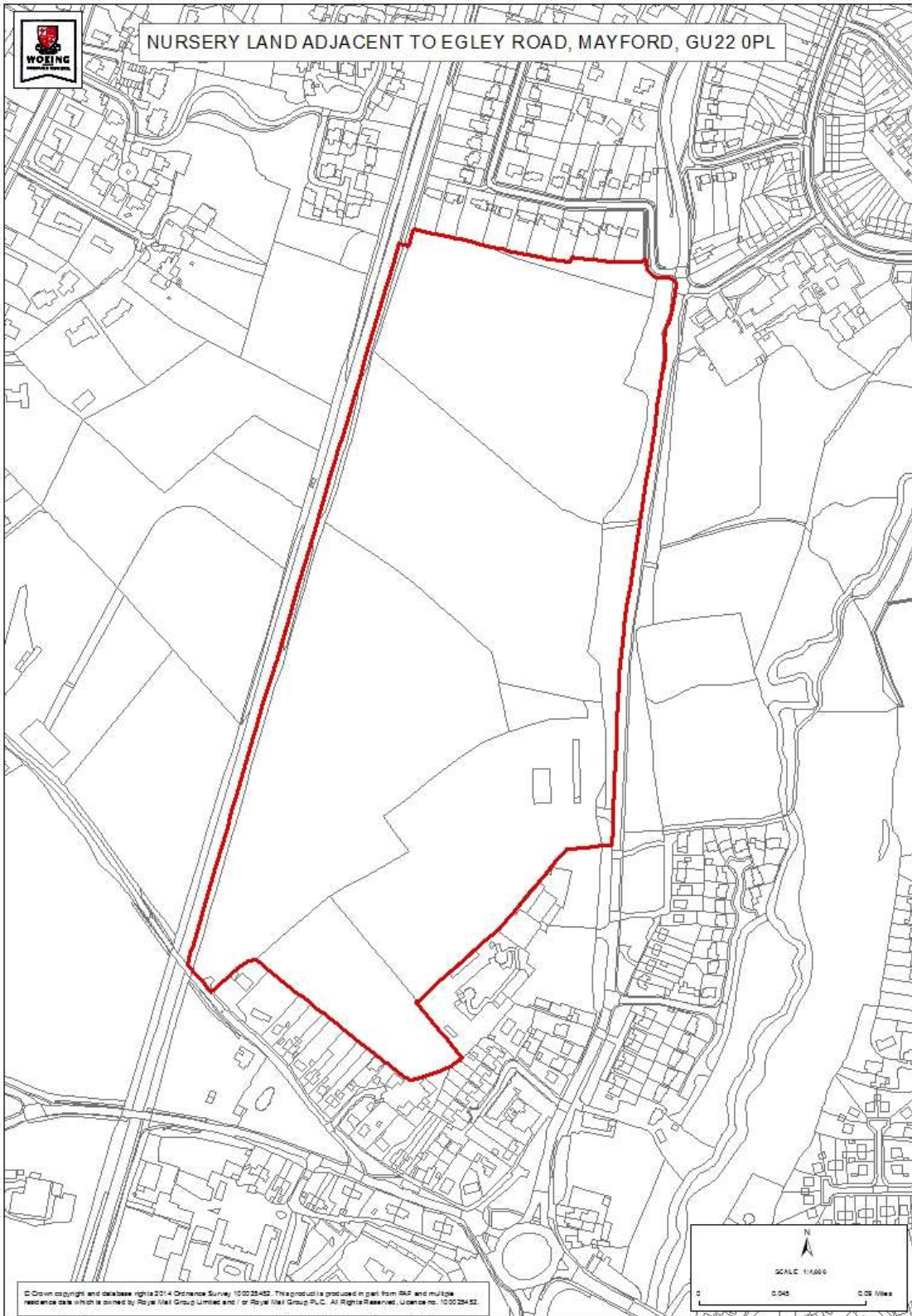
- The Council understands that the site would be available for additional Traveller accommodation – confirmation awaited (tbc);
- A phased approach would allow delivery of some pitches in the short-medium term, with the remainder provided later in the plan period (by 2027).

Key evidence base:

- Green Belt boundary review (reference WOK003)
- Traveller Accommodation Assessment (2013)
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Traveller Accommodation Assessment (2013)
- Design SPD
- Sustainability appraisal
- Habitat Regulations Assessment.

Proposal reference: GB8

Site address: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL







Policy GB8: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL

This 18.65ha. site is excluded from the Green Belt and allocated for residential including Affordable Housing and recreational/open space between 2022 and 2027, in accordance with Policy SA1.

The site is also allocated for use for education (secondary school). The release of part of the site for a school will be supported in principle at any time during the plan period if a need can be justified and a special circumstance case can be established.

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

- Prior to submission of any planning application for development of the site to ensure sustainable delivery of all appropriate uses of the land referred to as Parcel 20 by the Green Belt boundary review;
- Net developable area 4.7 ha. for residential;
- A development density of 40 dph is suggested, whilst recognising residential density will vary with housing type through the development. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Potential to focus development at the north end of the site, leaving the southern end (adjacent Mayford village) as open space/playing fields, providing a visual break;
- Alternatively 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;
- 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 (desk top study, potentially sample evaluation trenches) 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers) prepared to the satisfaction of the Highways Authority. Potential issues to be addressed (and secured through a S106 legal agreement) will include:

 - new site access required onto A320,
 - 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;
- Potential for development to share access with any later development on the adjoining Proposal Site GB9;
- 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 this case 50% to be provided in-situ;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- 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
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- 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, dependant 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;
- Undertake feasibility study for connection to CHP network;
- 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;
- Appropriate landscaping, potentially to include landscaping to buffer to the road and railway lines;
- 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.

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 nearby village local 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, CS14 and CS16.

The GBBR estimates a residential development yield of 188 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 GB9).

The education development would comprise a secondary school on a site to accommodate up to 8 form entry on up to 10 ha. This part of the development would include a new athletic track facility.

Surrey County Council Education Service has confirmed its support for the provision of a new secondary school on this site to serve families in the South Woking area. 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 Black Bridge Road) and east (severance by the Hoe Stream).

In addition to open space on this site, additional land could later come forward for Green Infrastructure from another nearby site recommended by the Green Belt boundary review and safeguarded through this DPD (Proposal Sites GB14).

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.

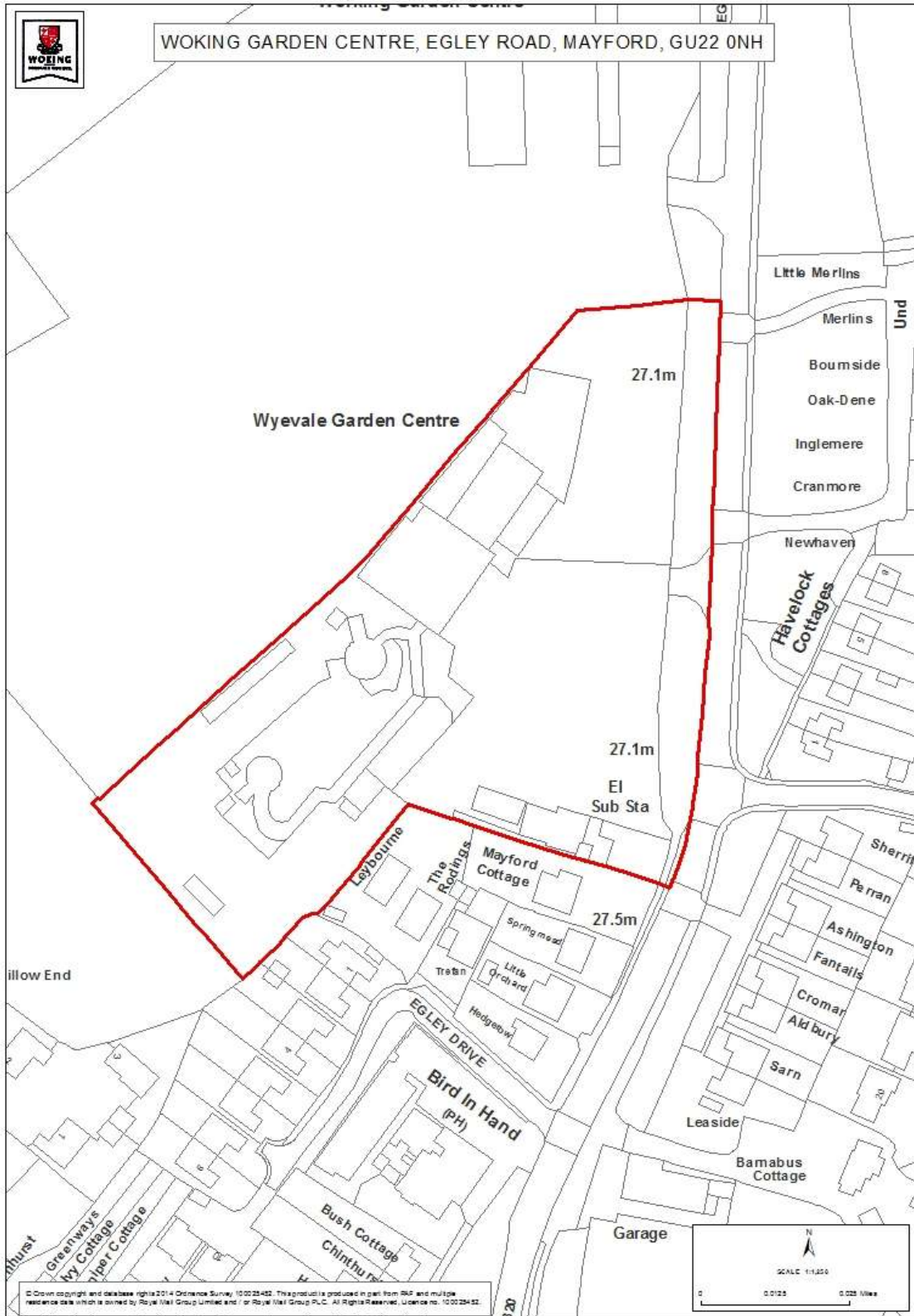
Key evidence base:

- 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 (SHLAAMSG009)
- 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

(This site has previously been referred to as Jackman's Nursery, and the Showground)

Proposal reference: GB9

Site address: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH







Policy GB9: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH – safeguarded site

This 1.62ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Relocation of local businesses on site;
- Development to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of the development (see also Proposal Sites GB8, GB10, GB11 and GB14);
- Net developable area 1.46 ha;
- The site is presently in use as a garden centre, and base for a range of other smaller local businesses, which would need to be relocated;
- Frontage and/or northern edge of the site could assist in providing a visual green gap/break, and sense of separation between the two settlements of Mayford and Woking;
- Suggested development residential density of 35-40 dph;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned

by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:

- new site access required onto A320,
 - provision of pedestrian and cycle facilities (including a pedestrian crossing) and linkages, particularly north and west to any green infrastructure brought about by development of adjacent Proposal Sites, east to Barnsbury Primary School and beyond to services in Westfield, and south to Mayford Neighbourhood Centre and to recreation space beyond;
 - additional bus stops along the A320 site frontage.
- Any drop off point for the school would need to be within the development site;
 - Potential for development to share access with preceding development on the adjacent former nursery site (Proposal Site GB8);
 - 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 this case 50% to be provided in-situ;
 - Provision of open space and green infrastructure (Core Strategy Policy CS17);
 - Due to the proximity to significant rail and road traffic, 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 also recommended. Additional noise / odour controls may be required in respect of any retail use;
 - Current contaminative uses may have led to soil and groundwater contamination in and around the garden centre and accompanying uses 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 will be necessary and remediation likely to be required; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
 - Detailed site layout may require landscaping to buffer against the noise impacts from the road and railway line;
 - Conduct landscape assessment / tree survey to determine valuable landscape features on site and adjacent to site, and any mitigation measures required;
 - 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;
 - Retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.

Reasoned justification: This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of the urban area but is within the Green Belt. It has excellent accessibility to local services, both in the Town Centre and adjoining village local 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, and CS16. The GBBR estimates a residential development yield of 50 dwellings on this mixed use development.

The GBBR identifies the opportunity to provide an element of retail/community development 'to enhance the rather dispersed provision currently in the Mayford area'.

Development of this site would not adversely affect the integrity of the escarpment.

The site 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 site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring a strong defensible Green Belt boundary in the future.

It is important that the development complements that of other Mayford allocated and safeguarded sites, to ensure effective integration and sustainable development.

Delivery arrangements:

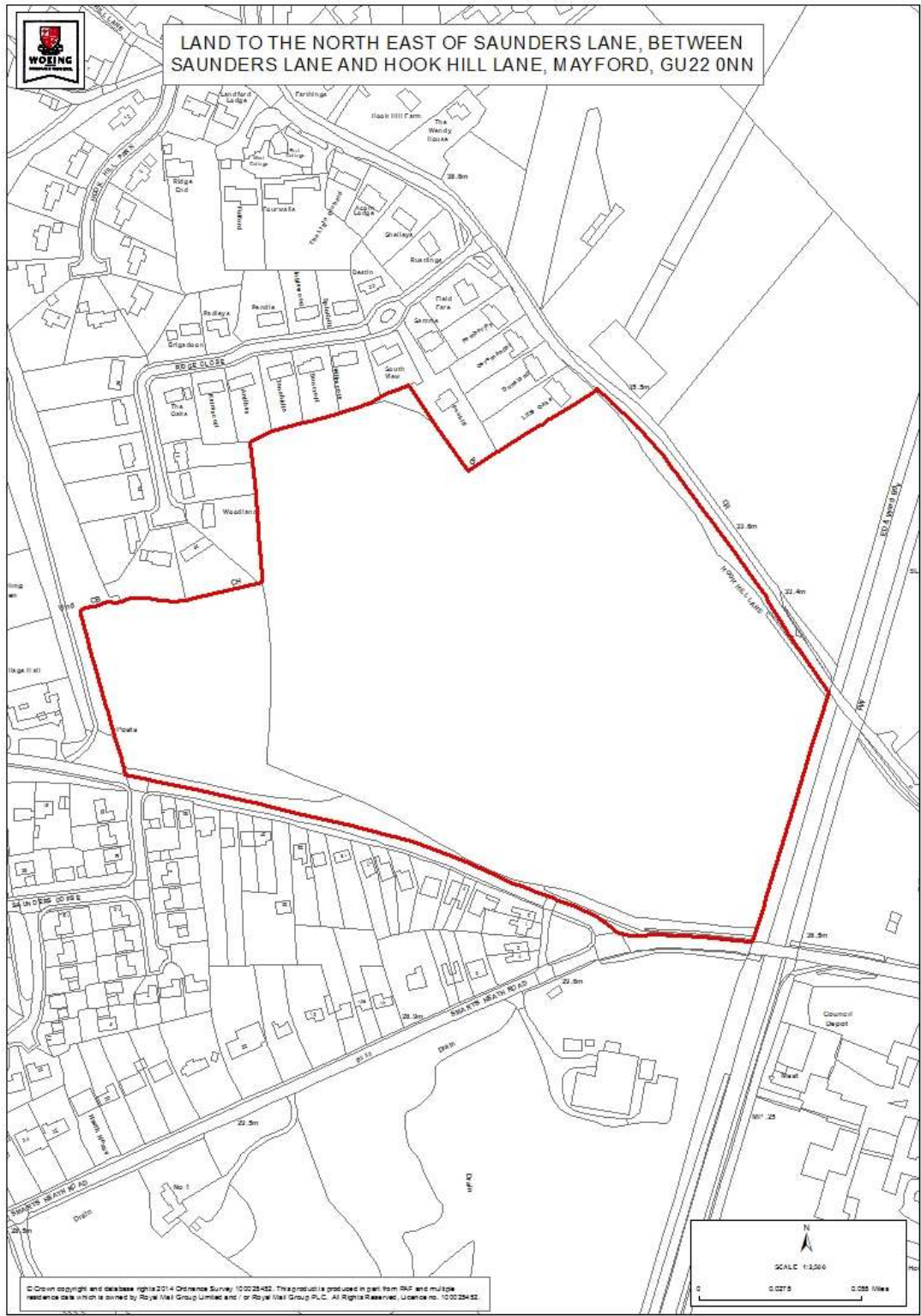
- The land is in single ownership, there are no known legal or ownership problems associated with the site;
- The land is available for development;
- Developer-led.

Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020a)
- Strategic Housing Land Availability Assessment (SHLAAMSG030)
- 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: GB10

Site address: Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN







Policy GB10: Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN – safeguarded site

This 7.82 ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Development to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of the development (see also Proposal Sites GB8, GB9, GB9, GB11 and GB14);
- May require an equalisation agreement;
- Net developable area for residential 5.7 ha;
- A development density of 30 dph is suggested. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed will include:
 - provision for access by transport modes other than the private car (provision of

pedestrian facilities, street lighting, improvements to bus services)

- satisfactory vehicular access onto Saunders Lane
- and improvement of Hook Hill Lane;
- The developer's transport assessment identifies three options for achieving vehicular access to the site, via Hook Hill Lane or Saunders Lane, and four options for pedestrian/cycle access to the site;
- Potential for the development to create new pedestrian links to existing bus services, enhance bus service quality/reliability, provide new cycle links to the existing route network, including cycle links to Worplesdon Station and Woking station;
- Appropriate landscaping that may include landscaping to buffer against the railway line;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site.
- Careful design of layout to take into account vegetation forming 'Escarpment and Rising Ground of Landscape Importance', to preserve integrity.
- Design of development to pay regard to heritage asset and setting - Grade II Listed Building to south east of site (other side of railway);
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- Retain trees of amenity value. Trees are safeguarded by a Tree Preservation Order;
- Screening or bunding may be required adjacent to the railway line, in the interests of the amenity of future residents;
- Due to the proximity to the 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, to include and recognise local road traffic impact);
- 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 will be necessary and remediation likely to be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted 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);

- Improve provision of and connectivity to recreation space;
- Take opportunities to make positive contribution towards biodiversity through the creation of alternative green spaces, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.

Reasoned justification: This existing Green Belt site is in agricultural use, but is not classified as being amongst the best and most versatile agricultural land (classified Grade 4, poor). There are only slight variations in ground level across the site; the rising ground of the escarpment, begins in the north-west of the site, the remainder of the site is relatively flat.

The east boundary adjoins the rail route (including rail bridge) whilst the northern boundary abuts existing residential development. Roads, cycle or footpath routes bound the site on three sides.

Situated on the southern edge of the urban area, this site is largely contained by existing development and transport routes. This position is on the lower slopes of the escarpment of rising land, rendering it relatively discrete in landscape terms and could be developed without compromising the integrity of the escarpment.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes in accordance with Core Strategy Policies CS6, CS10 and CS12, without adverse impact upon the purposes of the Green Belt. The recommended new Green Belt boundary would follow Saunders Lane, forming a strong defensible Green Belt boundary.

The GBBR estimates a residential development yield of 171 dwellings on this individual site, calculated at an assumed indicative density of 30 dwellings per hectare (dph). 1.86 ha open space.

In addition to open space on this site, additional land could come forward for Green Infrastructure from safeguarded nearby Proposal Site GB14.

It is important that the development complements that of other Mayford allocated and safeguarded sites, to ensure effective integration and sustainable development.

Delivery arrangements:

- This land is in single ownership;
- Developer-led.

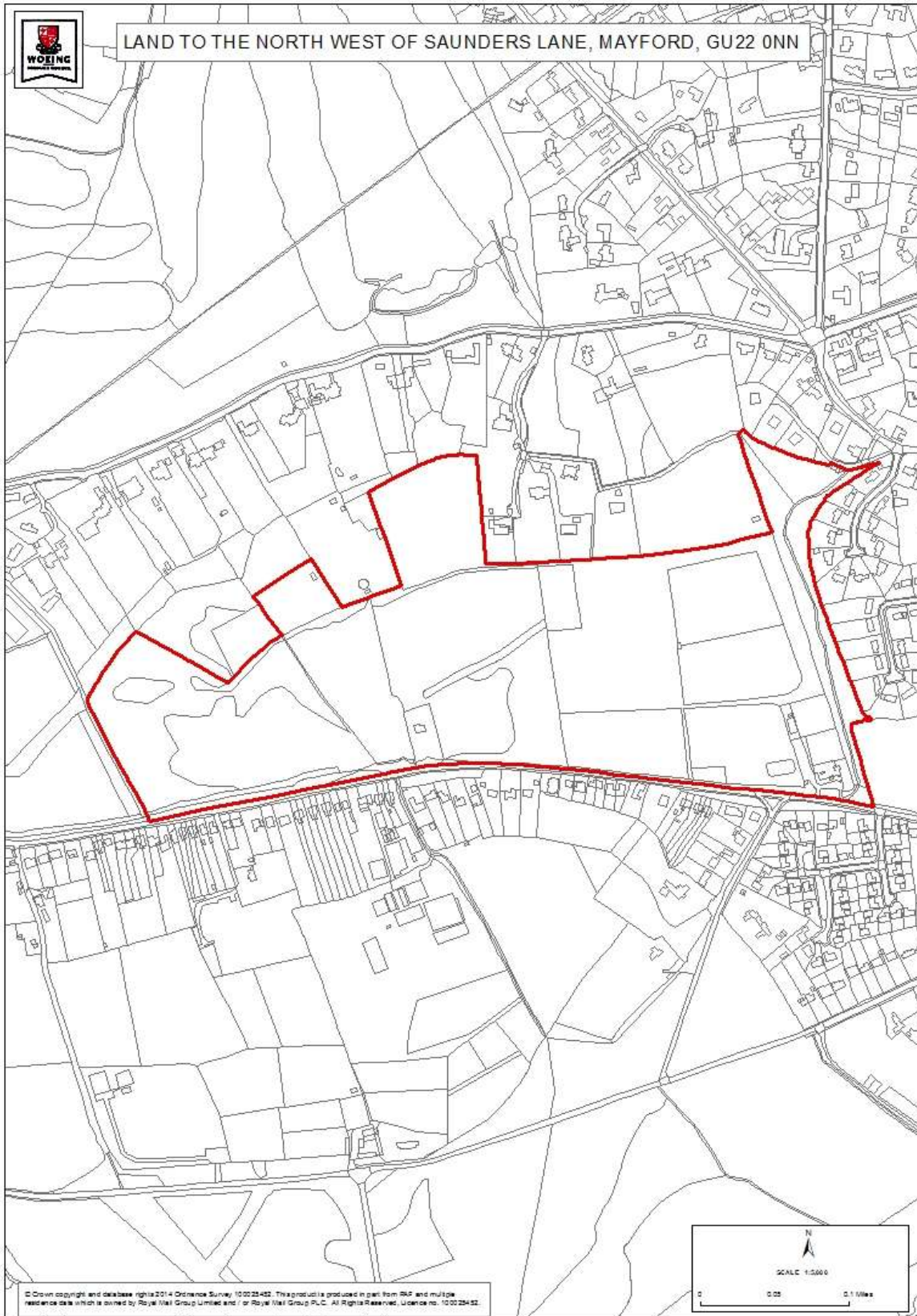
Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020c)
- Strategic Housing Land Availability Assessment (SHLAAMSG016)
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014.
- 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

(This site has previously been referred to as land to the west of Saunders Lane).

Proposal reference: GB11

Site address: Land to the north west of Saunders Lane, Mayford, GU22 0NN







Policy GB11: Land to the north west of Saunders Lane, Mayford, GU22 0NN – safeguarded site

This 19.59ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Development to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of the development (see also Proposal Sites GB8, GB9, GB9, GB10 and GB14);
- Net developable area for 7 ha.;
- A development density of 30 dph is suggested. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review. Development to the north is very low density but ribbon development to the south to which the site will most closely relate is of a higher density;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed will include:
 - provision for access by transport modes other than the private car (provision of pedestrian and cycling facilities, street lighting, improvements to bus services)
 - and satisfactory vehicular access onto Saunders Lane;
- Vehicular access(es) would be from Saunders Lane;
- Potential for the development to create new pedestrian links to existing bus services, enhance bus

service quality/reliability, provide new cycle links to the existing route network, including cycle links to Worplesdon Station and Woking station;

- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- Retain existing footpaths;
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- Retain trees of amenity value;
- Existing parking in layby(s) adjoining the site on Saunders Lane would need to be addressed;
- Safeguard Public Rights of Way through site;
- Trees are safeguarded by a Tree Preservation Order;
- Biodiversity improvements – the design solution should build in wildlife features/corridors.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted 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);
- Improve provision of and connectivity to recreation space;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- Careful design of layout to take into account vegetation forming ‘Escarpment and Rising Ground of Landscape Importance’, to preserve integrity;
- Careful design of layout to take into account heritage assets and setting – Fishers Hill Hook Heath Conservation Area, and Grade II Listed Building to south of site;
- Retain protected trees/tree belts and retain/enhance landscaping to reduce visual impact;
- Take opportunities to make positive contribution towards biodiversity through the creation of alternative green spaces, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.
- Consultation with Environment Agency to confirm presence of aquifers, and impacts on water quality.

Reasoned justification: This site lies predominantly in Mayford & Sutton Green ward, with a northern arm reaching into St Johns and Hook Heath ward. It is presently overgrown but was last used as pasture land. The land is classified as agricultural Grade 4 (poor).

GB11

The site allocation includes the residential curtilage of Little Gorsewood, Saunders Lane, as well as Mayford Village Hall and adjacent recreational uses. However these would not be redeveloped but instead are included within the site boundary to ensure a strong defensible Green Belt boundary would later be formed along Saunders Lane.

To the north and west lies residential ribbon development fronting the south side of Hook Heath Road, within the Conservation Area. To the east the site abuts fields, beyond which is Proposal Site GB10). The southern boundary of both of these sites is defined by Saunders Lane.

This location is within the designated escarpment and rising ground of landscape importance, however it lies on the lower levels, which are relatively shallow sloping, such that it could be developed without compromising the integrity of the escarpment.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes in accordance with Core Strategy Policies CS6, CS10, CS12 and CS13, without adverse impact upon the purposes of the Green Belt.

In addition to open space on this site, additional land could later come forward for Green Infrastructure from Proposal Site GB14.

It is important that the development complements that of other Mayford allocated and safeguarded sites, to ensure effective integration and sustainable development.

The GBBR estimates a residential development yield of 210 dwellings on this individual site, calculated at an assumed indicative density of 30 dwellings per hectare (dph).

3.2 ha open space to be integrated as part of the development of the site.

Delivery arrangements:

- This land is in single ownership.
- There is known developer interest in the majority of the land;
- Developer-led;
- Phasing would be required to ensure delivery of open space/green infrastructure alongside residential development.

Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020d)
- Strategic Housing Land Availability Assessment (SHLAAMSG017)
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014.
- 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

(The majority of this site has previously been referred to as land to the north of Saunders Lane).

Pyrford

Proposal reference: GB12

Site address: Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ







Policy GB12: Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ – safeguarded site

This 11.64ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Development to complement that of adjacent Pyrford safeguarded site, to ensure effective integration of the development (see also Proposal Site GB13);
- Net developable area 7 ha. for residential;
- Provision of open space and green infrastructure (Core Strategy Policy CS17); incorporate landscaping open space (4 ha.);
- A development density of 30 dph is suggested , whilst recognising residential density will vary with housing type through the development. Given accessibility to local services a higher density (up to 40 dph) may be achievable. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Sensitive handling of site topography;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed

(and secured through a S106 legal agreement) will include:

- Access by all modes,
 - provision of pedestrian facilities and cycle links
 - limited existing bus services.
- Retain boundary planting on Upshot Lane or provide new planting, taking into account the requirements of highway safety ;
 - Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
 - 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;
 - Design should have regard to the setting of the nearby escarpment landscape, the Aviary Road conservation area, listed buildings and registered park and garden;
 - Retain matures trees of amenity value within the new development, in particular the tree belts in the narrow field between the field and Tegg's Lane to the north, and the substantial tree belt on the western boundary (whilst avoiding over shadowing to homes);
 - Opportunity to form pedestrian and cycle ways through the development, including along Pyrford Common Road;
 - Important to retain visual openness at the south west corner of the site, potentially through siting of green infrastructure and landscaping in this area of the site;
 - This site features an existing or proposed Area of High Archaeological Potential: to ensure full information about heritage and archaeology informs its development, the developer will undertake an archaeological investigation and submit full details of this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;
 - The existing telecommunications mast can be retained within the development;
 - The site will require significant infrastructure and highways investment, including provision of new open space and the improvement/creation of safe access(es) onto Pyrford Common Road and/or Upshot Lane;
 - Development should be well integrated with the existing settlement not self-contained;
 - A Noise Impact Assessment may be required in the future;
 - Biodiversity improvements – the design solution should build in wildlife features/corridors;
 - Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
 - Improve provision of and connectivity to existing informal and formal recreation space;
 - Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
 - Detailed site layout and design to take into account environmentally sensitive sites (SNCI) and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land, to preserve their integrity;
 - Detailed site layout and design to take into account adjacent heritage assets and

conserve/enhance their setting;

- Retain protected trees/tree belts and improve landscaping to mitigate visual impacts;
- Take opportunities to make positive contribution towards biodiversity through the creation of alternative green spaces, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.

Reasoned justification: This Green Belt site is well located adjacent to the existing urban area and, being within 500m of the local centre of Pyrford village and Marshall Parade, is accessible to local services.

In landscape terms, the site is discretely situated, set back beyond the prominent ridge to the east and benefits from significant containment provided by a substantial tree belt along Upshot Lane, just beyond the ridge top.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes and supporting infrastructure in accordance with Core Strategy Policies CS6, CS10 and CS12, without adverse impact upon the purposes of the Green Belt. Upshot Lane and Pyrford Common Road will form a realigned defensible Green Belt boundary.

The GBBR estimates a residential development yield of 223 dwellings on this individual site, calculated at an assumed indicative density of 30 dwellings per hectare (dph), and 4 ha. open space.

The site is in agricultural use, but is not classified as amongst the best and most versatile agricultural land. A telecommunications mast is situated in the north east corner. Boundaries are typically screened by mature trees, which are protected. The site adjoins residential gardens on two sides (Lovelace Drive and Tegg's Lane), also a small portion of Pyrford Common to the west and the Arbor Centre (scout hut) to the immediate north east. There is a 12m fall in levels from west to east across the site.

It is important that the development complements that of the other Pyrford safeguarded site, to ensure effective integration and sustainable development.

Delivery arrangements:

- The land is in single ownership and is available;
- Developer-led;
- Phasing would be required.

Key evidence base:

- Green Belt Boundary Review (Parcel 9, WGB009a)
- Strategic Housing Land Availability Assessment (SHLAAPY004)
- 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

(This site has previously been referred to as land west of Upshot Lane and north of Pyrford Common Road, and as Randall's Field).

Proposal reference: GB13

Site address: Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF







Policy GB13: Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF – safeguarded site

This 11.14ha. site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Development to complement that of adjacent Pyrford safeguarded site, to ensure effective integration of the development (see also Proposal Site GB12);
- A development density of 30 dph is suggested, whilst recognising residential density will vary with housing type through the development. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Sensitive handling of site topography;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - Access for all modes
 - provision of pedestrian and cycle links and facilities, – particularly to the Neighbourhood and District Centre to the north of the site, to countryside, and alongside Pyrford

Common Road.

- and limited existing bus services.
- Retain boundary planting on Upshot Lane or provide new planting, taking into account the requirements of highway safety;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- 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;
- Have regard to the setting of the Escarpment and Rising Ground of Landscape Importance, the adjacent Aviary Road conservation area and public bridleway (Sandy Lane), and nearby listed buildings;
- Retain mature trees of amenity value within the new development. In particular the tree belt along Sandy Lane public bridleway on the south east boundary and occasional mature trees within the site. Strengthen vegetation along Sandy Lane, to protect views of the site from the south east;
- Opportunity to form pedestrian and cycle ways through the development, including along Pyrford Common Road;
- Important to retain visual openness at the south west edge of the site, potentially through siting of green infrastructure and landscaping in this area of the site;
- This site features an existing or proposed Area of High Archaeological Potential: to ensure full information about heritage and archaeology informs its development, the developer will undertake an archaeological investigation and submit full details of this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;
- The site will require significant infrastructure and highways investment, including provision of safe access(es);
- Opportunity to form pedestrian and cycle ways through the development, linking the existing urban area through Proposal Site GB12 to this site and countryside beyond to Wisley and Ripley, and creating a footpath alongside Pyrford Common Road;
- A Noise Impact Assessment may be required in the future;
- The land to the west of Upshot Lane (Proposal Site GB12) is known to be available for development. Subject to consideration of the impacts of this adjacent land upon the escarpment landscape, this provides an opportunity to consider the two sites as a single comprehensive new sylvan neighbourhood;
- Development should be well integrated with the existing settlement not self-contained;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Improve provision of and connectivity to existing informal and formal recreation space;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;

- Detailed site layout and design to take into account environmentally sensitive sites (SNCI) and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' to preserve their integrity;
- Detailed site layout and design to take into account adjacent heritage assets – particularly Aviary Road Conservation Area to the north - and conserve/enhance their setting;
- Retain tree belts and mature trees within site, and improve landscaping to mitigate visual impacts;
- Take opportunities to make positive contribution towards biodiversity through the creation of alternative green spaces, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.

Reasoned justification: This Green Belt site is well located adjacent to the existing urban area and, being within 500m of the local centre of Pyrford village and Marshall Parade, is accessible to local services.

In landscape terms, the site lies beyond the ridge on Upshot Lane, within the escarpment landscape. For this reason the Green Belt boundary review (GBBR) does not recommend this land for development, although it does consider that the adjacent land to the immediate west of Upshot Lane is suitable for release from the Green Belt (Proposal Site GB12).

Whilst less visually contained than the adjacent site, this site has a tree screen along the public bridleway corridor on its south east boundary (Sandy Lane), and falls away more beyond this Right of Way. The site could be suitable for residential and open space development whilst maintaining landscape character.

Development of the site for these uses will contribute to delivery of Core Strategy policies CS6, CS10 and CS12.

Safeguarding of this additional site assists in providing a cushion in the scenario of non-implementation of any of the other safeguarded Green Belt sites, or any shortfall in numbers of units delivered on identified sites (see the overall policy framework for land released from the Green Belt for development at the beginning of Section B).

The site is presently in agricultural use. Its boundaries are typically screened by trees and/or hedgerow.

The site adjoins residential gardens on its north boundary to Aviary Road, which are within a Conservation Area. There is a 10m rise in levels from north to south across the site. The site will form its own identity in design terms.

It is important that the development complements that of the other Pyrford safeguarded site, to ensure effective integration and sustainable development.

Delivery arrangements:

- The land is in single ownership and is available;
- Developer-led.

Key evidence base:

- Green Belt Boundary Review
- Strategic Housing Land Availability Assessment (SHLAAPY005)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD.

St John's Hook Heath

Proposal reference: GB14

Site address: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS







Policy GB14: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS – safeguarded site for green infrastructure

This 8.51ha site is safeguarded for green infrastructure purposes to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

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

- Design of this green infrastructure (open space) use to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of this to support these nearby developments (see also Proposal Sites GB8, GB9, GB9, GB10 and GB11);
- Retain trees of amenity value (Tree Preservation Orders);
- Screening or bunding may be required adjacent to the railway line, in the interests of the amenity of users of the open space;
- Retain hedgerow screening to Hook Hill Lane;
- Evaluation of the access requirements of green infrastructure use of this land required, taking into account details of the specific form the green infrastructure would take;
- Biodiversity improvements – the design solution should build in wildlife features/corridors.

- Flood Risk from on site 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);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Development to contribute to addressing deficiencies in leisure and open space in the area;
- Detailed design of open space development to 'design out' the opportunity for crime;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from surrounding urban area and across railway line from east;
- Screening or bunding may be required adjacent to the railway line in the interests of the amenity of open space users;
- Retain and enhance habitats and landscape features which have biodiversity value;
- Detailed design of open space to improve connectivity of habitats within site and to wider GI network;
- Incorporation of GI assets which demonstrate multi-functionality;
- Detailed site layout and design to reduce visual impact of development on important landscapes, including the Escarpment and Rising Ground of Landscape Importance, and on neighbouring residential areas to the west and south west of the site;
- Retain protected trees;
- Incorporation of waste facilities to service the open space;
- Excessive lighting to be avoided and designed to have regard to impact on landscape and nearby light-sensitive development.

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, as part of a wider development including residential and other infrastructure on nearby land.

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, this land abutting the Proposal Site will become part of the Urban Area.

It is important that the development complements that of other Mayford allocated and safeguarded sites, to ensure effective integration and sustainable development.

Delivery arrangements:

- This land is in single ownership;

- There is known developer interest in the land; Developer-led.

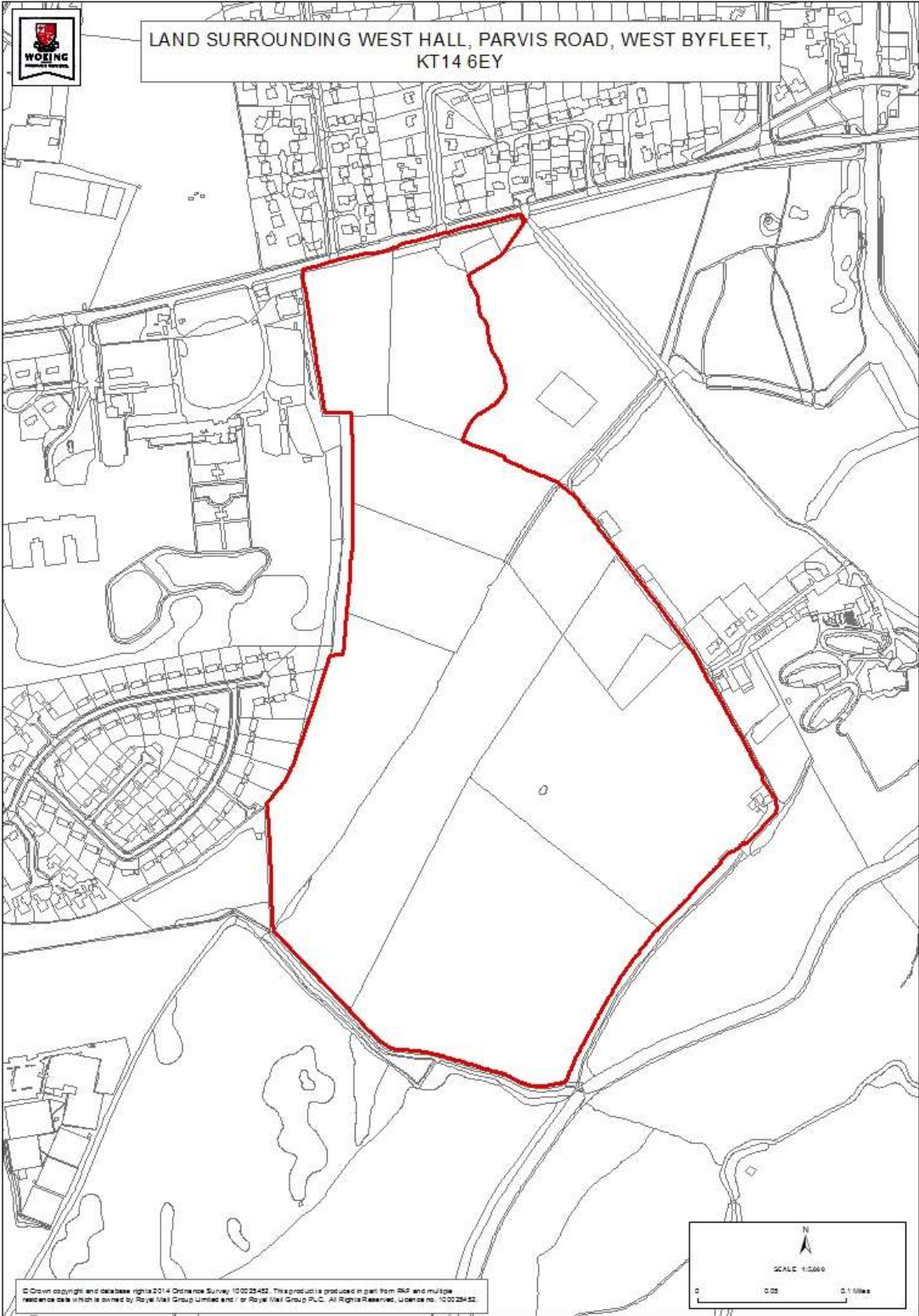
Key evidence base:

- 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 (SHLAASJHH035)
- Design SPD.

West Byfleet

Proposal reference: GB15

Site address: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY







Policy GB15: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

This 29.33ha. site is allocated for residential including Affordable Housing development between 2022 and 2027, in accordance with Policy SA1.

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 40 dph recommended, given easy integration with the existing urban area and having regard to the indicative density range established in Core Strategy policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Net developable area for residential development 14.8 ha;
- Open space / green infrastructure – 4.7 ha public open space within the site;
- Retain large areas of woodland and parkland setting;
- Strengthen with replacement woodland planting;
- 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers) prepared to the satisfaction of the Highways Authority. Potential issues to be addressed (and secured through a S106 legal agreement) will 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,
 - bus stop provision and direct access to this.
- Potential to explore access for all modes with the adjacent Broadoaks site;
 - Any development delivered here will need to be sensitively designed to create a strong landscape edge to development;
 - Important development creates a strong landscape edge to the settlement;
 - Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
 - 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 statutory and locally listed buildings;
 - Improvement of cycle routes, linking into the existing cycle network;
 - Significant highway, access and transportation improvements would be needed;
 - 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;
 - Travel plan;
 - Site located close to the proposed new SANG at Byfleet (effective date tbc);
 - An unnamed country road passes through south along the proposed site from Parvis Road leading to West Hall;
 - Development design should additionally have regard to the existing footpath network – public right of way through site and tree retention (Tree Preservation Order);

- Considering the whole 50 ha., site is within Flood Zones 2 and features a number of existing drainage channels, therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency required;
- The GBBR observes a small corner of Parcel 4 is ancient woodland and BOA. A large portion of the parcel is Grade 3 Agricultural and Safeguarded as a potential mineral resource (see para 3.3.20);
- 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, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- 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);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- 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.
- 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;
- Site layout and design to create a strong landscape edge to development;
- 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 an accurate assessment of minerals reserves 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.

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 GB16) and the West Hall Estate (a mix of offices, a nursery, homes, 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, listed West Hall and its setting, biodiversity and flooding characteristics).

This site is identified by the consultant as a suitable area for removal from Green Belt within the wider promoted land.

The GBR estimates a residential development yield of 592 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph).

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 most of 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 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.

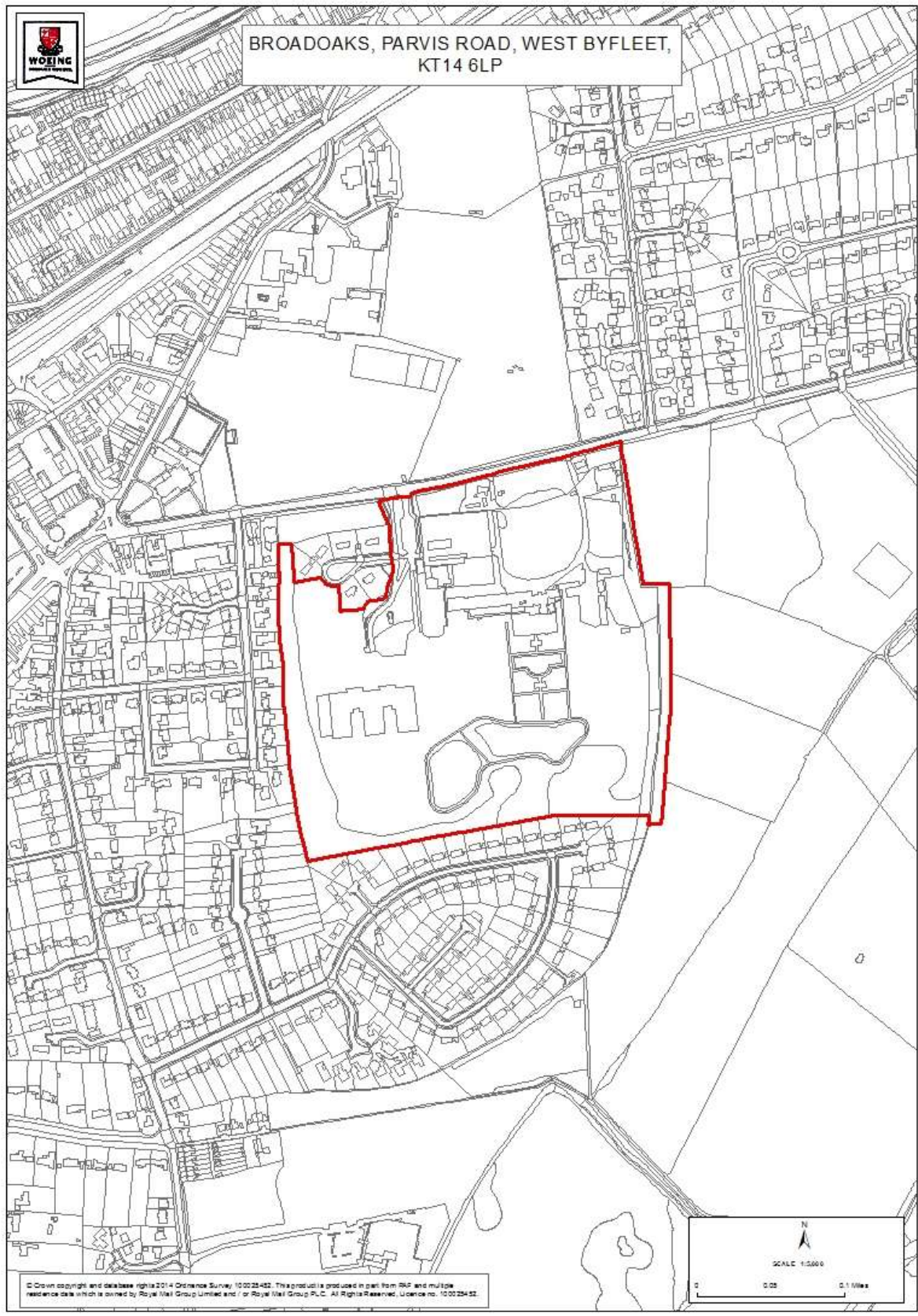
Key evidence base:

¹ Surrey Minerals Plan Core Strategy 2011, Policy MC6 – Safeguarding mineral resources and development

- Green Belt boundary review (Parcel 4, WGB004a)
- Strategic Housing Land Availability Assessment
- 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: GB16

Site address: Broadoaks, Parvis Road, West Byfleet, KT14 6LP





Policy GB16: Broadoaks, Parvis Road, West Byfleet, KT14 6LP

This 14.7ha. site is excluded from the Green Belt and is allocated as an employment-led mixed use site to include quality offices and research premises and residential including Affordable Housing and housing to meet the accommodation needs of the elderly, within the plan period (between 2015 and 2027) and in accordance with Policy SA1.

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

- The extant planning permission provides an appropriate approach to the development of this site in the context of the Green Belt. This allocation removes the site from the Green Belt designation, in which circumstance development could take a different form from that previously permitted;
- Any new alternative development scheme would need to address the following:
 - 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 this case 40% to be provided in-situ;
 - 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 sites Grade II statutory listed buildings (the Manor House, Dairy and Coach House), retention of trees (Tree Preservation Order), and remediation of likely contamination;
 - 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 pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will 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.
 - 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;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation will be necessary and remediation likely to be required;
- 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).
- 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;
- 'Design out' opportunity for crime and create an environment that reduces fear of crime;
- Improve access to and from site by improving transport infrastructure, including bus services;
- 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) 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 be sensitively designed with regard to Grade II Listed Building and its setting, and consider possibility of sensitive re-use/restoration of heritage asset.

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).

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 sq.m 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 but the site would remain a Major Employment Site, protected by Policy CS15 – *Sustainable economic development*.

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.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;
- Phasing would 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
- Design SPD
- Sustainability appraisal
- Habitat Regulations Assessment.