

SITE ALLOCATIONS PROPOSAL SITES

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

Section A – Development and infrastructure in the Urban Area/Village

These sites are located in the existing built up areas of the Borough. These areas are known as the Urban Area or, in the case of Mayford, as an identified Village settlement. They are defined on the [Proposals Map](#) accompanying the Core Strategy.

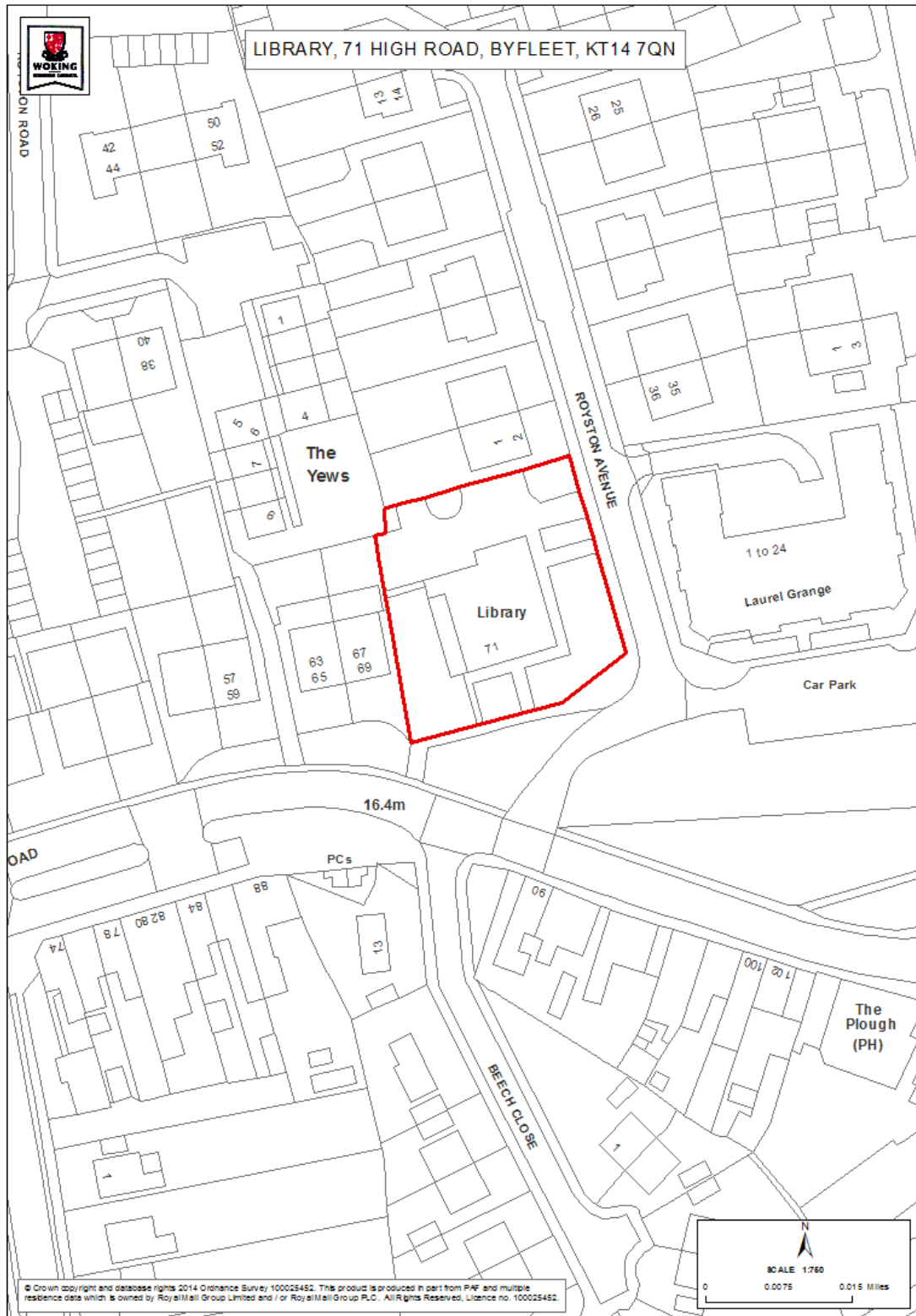
These sites are proposed for future development and/or for the provision of infrastructure, as described in the 'Proposal' section of each site entry. These Proposal Sites have references beginning UA.

Delivery of these sites is expected between 2015 and 2027.

Byfleet

Proposal reference: UA1

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





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

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Any proposal will need to include a replacement community facility (library);
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the block;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- A development density of 90 dph is recommended. This is just above the indicative density range established in Core Strategy Policy CS10 for infill development within the rest of the urban area;
- Core Strategy Policy CS10 provides an indicative density range for development within Byfleet District Centre of 50-100 dph. A development density of 90 dph is recommended for this site;
- The site is within Flood Zones 1 and 2. Development is recommended to take place in flood zone 1 (Core Strategy Policy CS9 advises that development in flood zone 2 will only be considered if it can be demonstrated that there are no suitable alternatives in areas at lower risk, as demonstrated through a Flood Risk Assessment);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site, including the achievement of BREEAM 'very good' standards for any non-residential buildings over 1,000 sq.m;
- Due to the proximity of adjacent roads, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and appropriate landscaping should be provided.

Reasoned justification: This site lies in Byfleet Local Centre, with local services such as schools, shops and GP surgeries close by.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 5 years of the Core Strategy period;
- The land is in the ownership of Surrey County Council and there are no known legal or other ownership problems associated with the site.

Key evidence base:

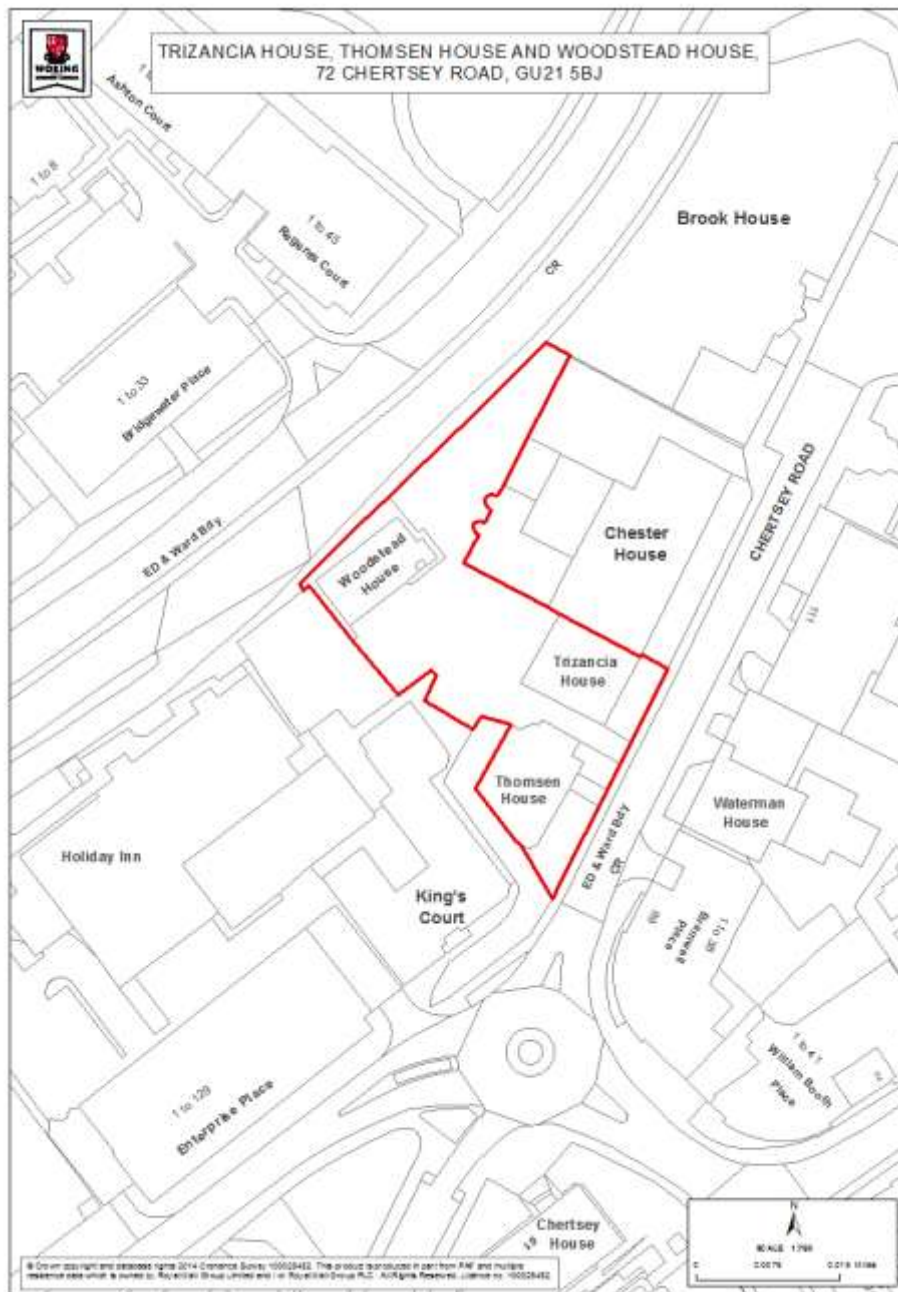
- Strategic Housing Land Availability Assessment (SHLAABY046)
- Sustainability appraisal

- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Goldsworth East

Proposal reference: UA2

Site address: Trizancia House, Thomsen House and 72 (Woodstead House), Chertsey Road, Woking, GU21 5BJ





Policy UA2: Trizancia House, Thomsen House and 72 (Woodstead House), Chertsey Road, Woking, GU21 5BJ

This 0.19 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and offices.

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

- The site and the adjacent Proposal Site UA3 (Chester House) and Proposal Site UA4 (Kings Court) to be the subject of comprehensive development brief to ensure an integrated and efficient approach to development of the area. This will be a pre-requisite to the development of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety (the existing access is shared)
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should retain any trees of amenity value;
- Appropriate landscaping should be provided;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Design of development to have regard to Basingstoke Canal Conservation Area and its setting;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be necessary.

- Due to the proximity of roads, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

The Trizancia House portion of the site (plus Chester House) is the subject of a current planning application (PLAN/2014/0759) proposing in outline a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings. No decision has been made on this application.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6 - 10 years;
- This site is in multiple ownership;
- The site is part vacant and is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE006)
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Planning permission PLAN/2014/0759



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

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

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

- The site and the adjacent Proposal Site UA2 (Trizancia House) and Proposal Site UA4 (Kings Court) to be the subject of comprehensive development brief to ensure an integrated and efficient approach to development of the area. This will be a pre-requisite to the development of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Appropriate and adequate provision of car and cycle parking that takes into account

the sites sustainable location and will not compromise on highway safety;

- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Design of development to have regard to Basingstoke Canal Conservation Area and its setting;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any redevelopment of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be needed;
- Due to the proximity of the road, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

Chester House forms part of the site the subject of a current planning application (PLAN/2014/0759) proposing in outline a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings. No decision has been made on this application.

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

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

Delivery arrangements:

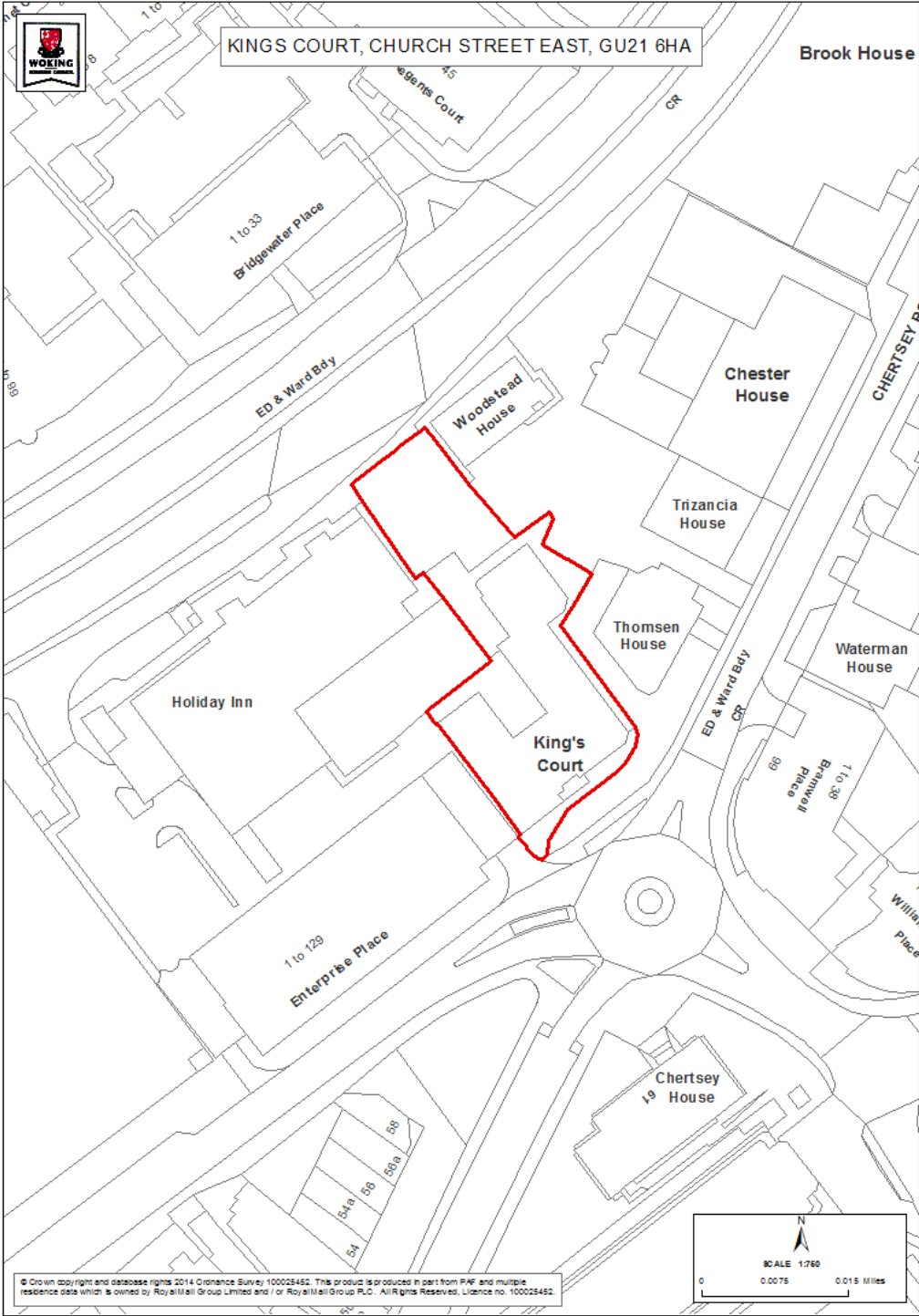
- It is expected that the site would come forward for development during the next 6 - 10 years;
- The land is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE076)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA4

Site address: Kings Court, Church Street East, Woking, GU21 6HA





Policy UA4: Kings Court, Church Street East, Woking, GU21 6HA

This 0.14 ha. site is allocated for a mix of residential including Affordable Housing and office uses.

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

- The site and the adjacent Proposal Site UA2 (Trizancia House) and Proposal Site UA3 (Chester House) to be the subject of comprehensive development brief to ensure an integrated approach to development of the area. This will be a pre-requisite to the development of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 40% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;

- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation is likely to be necessary.
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
- Design of development to have regard to Basingstoke Canal Conservation Area and its setting.

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

This is a four storey brick office building located at a prominent junction on Chertsey Road.

Redevelopment of the site would enhance its prominent location. There is currently an extant permission on the site to intensify the office use and for the erection of a new residential building to the rear (renewal PLAN/2013/0968). There is opportunity to redevelop these outdated offices to a mixed use scheme comprising of residential and offices.

It is anticipated that the site will yield at least 14 dwellings and 3157 sq.m net additional office floorspace (4780 sq.m gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

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

Delivery arrangements:

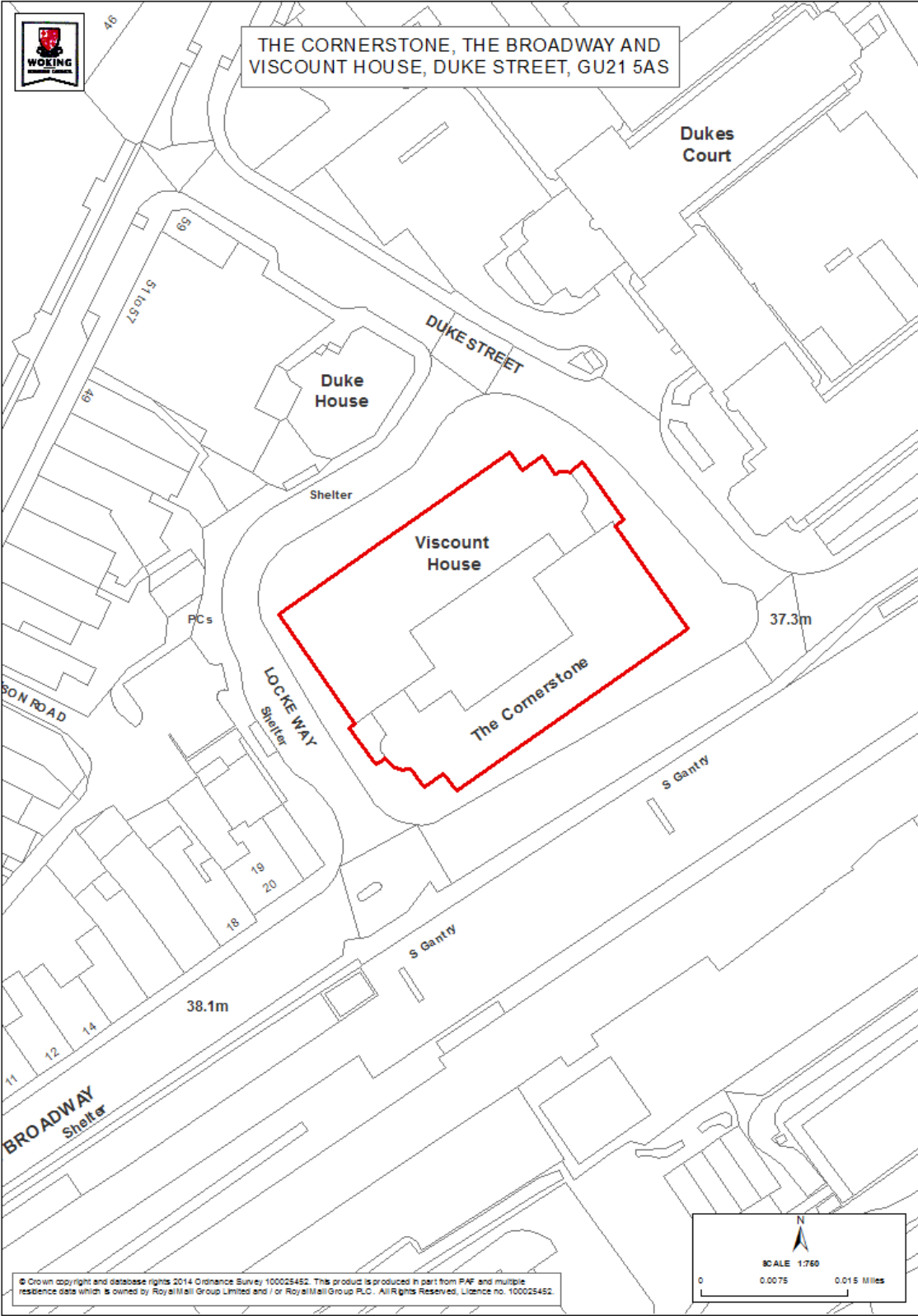
- It is expected that the site would come forward for development during the next 5 years;
 - This site is in single ownership;
 - The land is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE028)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA5

Site address: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS





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

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

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

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

- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety (the existing access is shared);
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street on all sides;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. There may be scope for a taller building on this site;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: This site is located in a sustainable location within the Town Centre. The existing office space is rated as poor by the Employment Land Review and there is a high vacancy rate.

The existing building is four storeys in height and lacks architectural merit. It occupies an island site, adjacent to the Conservation Area. It is anticipated that the site will yield up to 46 dwellings and 1000 additional sq.m office floorspace (6000 sq.m gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11 – 15 years;
- The landowner has been contacted
- Phasing of the development will not be required.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE026)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA6

Site address: Land at Albion House, High Street, Woking, GU21 6BD





Policy UA6: Land at Albion House, High Street, Woking, GU21 6BD

This 0.2ha.site is allocated for a mixed use redevelopment to comprise residential including Affordable Housing, office and retail.

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA7 and UA8);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 40% to be provided in-situ;
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Woking

Railway Station;

- Detailed Transport Assessment to determine site specific transport mitigation; measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety (existing parking is at basement level);
- An effective access arrangement to ensure highway safety. The existing access is shared, however future pedestrianisation of the east section of Commercial Way will require a new access to be formed, potentially requiring the acquisition of additional land/buildings to achieve;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality, in keeping with the grain of adjacent development and enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the three streetscenes;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Development must carefully consider the adjacent Locally Listed Buildings and Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- The existing canopy abuts the existing building which may limit the design of any scheme for redevelopment;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities to incorporate green roofs/walls or roof gardens;
- The site is within the Primary Shopping Area and forms part of designated Primary and Secondary Shopping Frontages. A1 retail is protected in the primary frontage. In the secondary frontage, A1 retail use should be retained on the ground floor, except where evidence demonstrates an alternative A Class use would not have a significant harmful effect on the frontage, crime and disorder and the vitality and viability of the Town Centre;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Noise assessment and noise mitigation measures as an integral part of design;
- Flood risk required given pluvial flood risk (subject to the findings of the preliminary surface water management plan).

Reasoned justification: The site occupies a prominent location opposite the main entrance to the Woking Railway Station. With an excellent train services nearby combined with its close proximity to key Town Centre services and facilities, the site is in a sustainable location for the proposed mix of use. The Railway Station is a focal point for the Town Centre and, in this regard, a high quality designed development of the site will provide a welcoming and an attractive entrance to the Town Centre at this key arrival point. This will complement the Council's general regeneration ambitions for the Town Centre.

The site abuts the Town Centre Conservation Area and locally listed buildings (1 – 5 and 6 – 10 Chertsey Road, 1 – 3 High Street and 40 – 42 Commercial Way). A careful balance will have to be struck between the need to ensure that the development of the site with regard to scale, bulk, layout and design befits a prominent gateway location whilst at the same time enhancing the setting, character and appearance of the nearby heritage assets.

The design of development on the site should respond to its constraints such as the adjacent canopy and noise impacts from the railway and nearby Town Centre uses to ensure the sustainable development of the site.

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

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

It is anticipated that the Albion House site will yield up to 100 dwellings. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable. Existing office floorspace should be re-provided on site as part of the development, to ensure no loss of employment floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6 – 10 years
- It would be a developer-led scheme;
- The site is in single ownership and phasing of the development will not be required;
- The Council has taken an active interest in the past to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE011)
- Employment Land Review
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA7

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





Policy UA7: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN

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

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA6 and UA8);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments

in the vicinity of the site;

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

achieved;

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

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

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

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

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

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

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

Delivery arrangements:

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

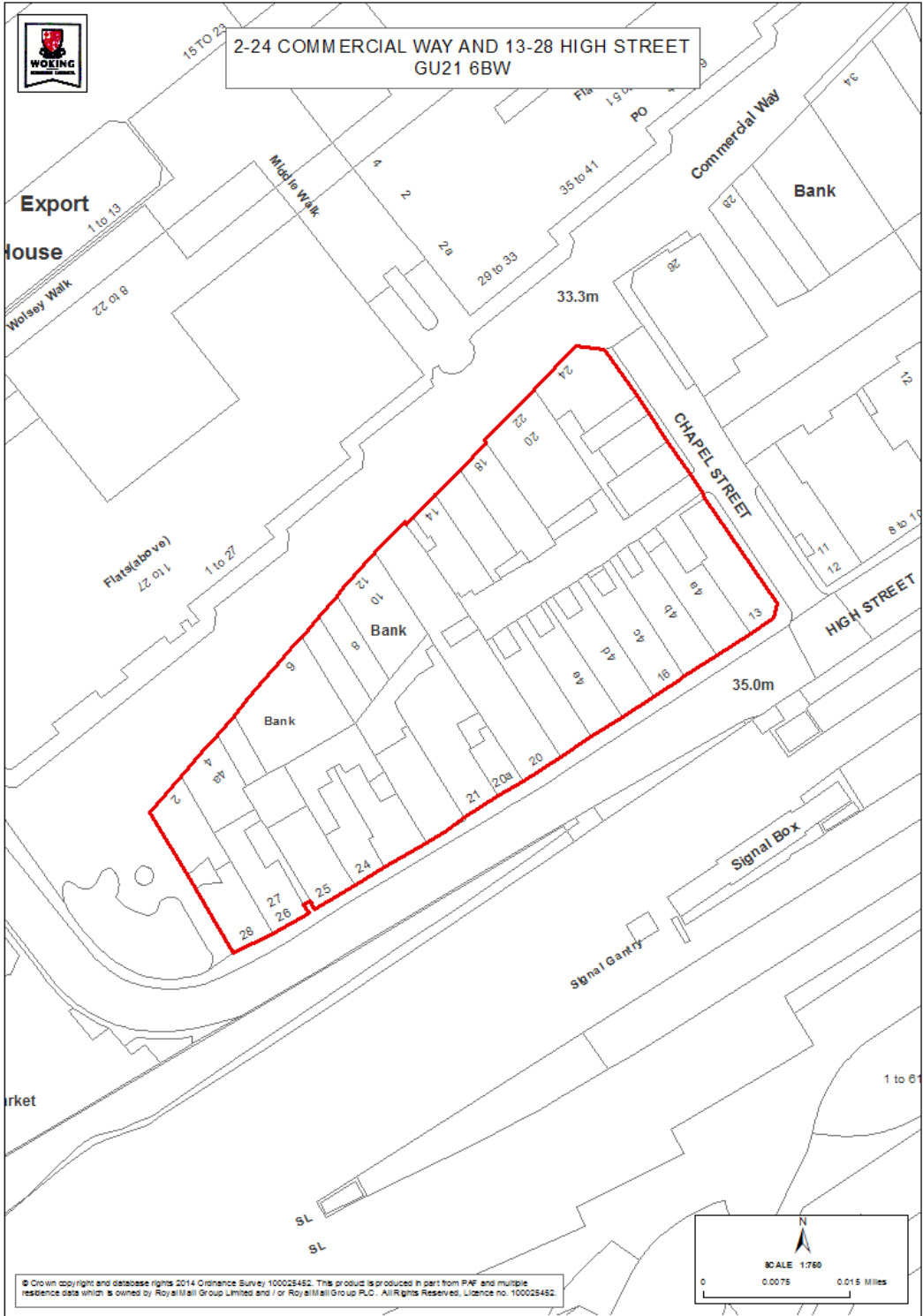
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE031)
- Core Strategy examination note WBC17A

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

Proposal reference: UA8

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





Policy UA8: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW

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

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA6 and UA7);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety, taking into account the potential future pedestrianisation of this end of Commercial Way in the future;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Regard to be given to the permitted Victoria Square development scheme (Proposal Site UA9), including the adjacent new public space;
- The building development scheme should consider local and long distance views of the development;
- Design of development to protect and enhance the Conservation Area and listed buildings in the vicinity and their setting;
- Building footprints should be of an appropriate scale to reflect the traditional grain and character of the area, the use of small floor plates is suggested;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Appropriate landscaping should be provided;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required with the potential for some remediation to be required.
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Existing office floorspace to be re-provided and new provision should seek to address the needs of small businesses.

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

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

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

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

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

It is anticipated that the site could yield at least 200 net additional dwellings, 400 sq.m office floorspace (2000 sq.m gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

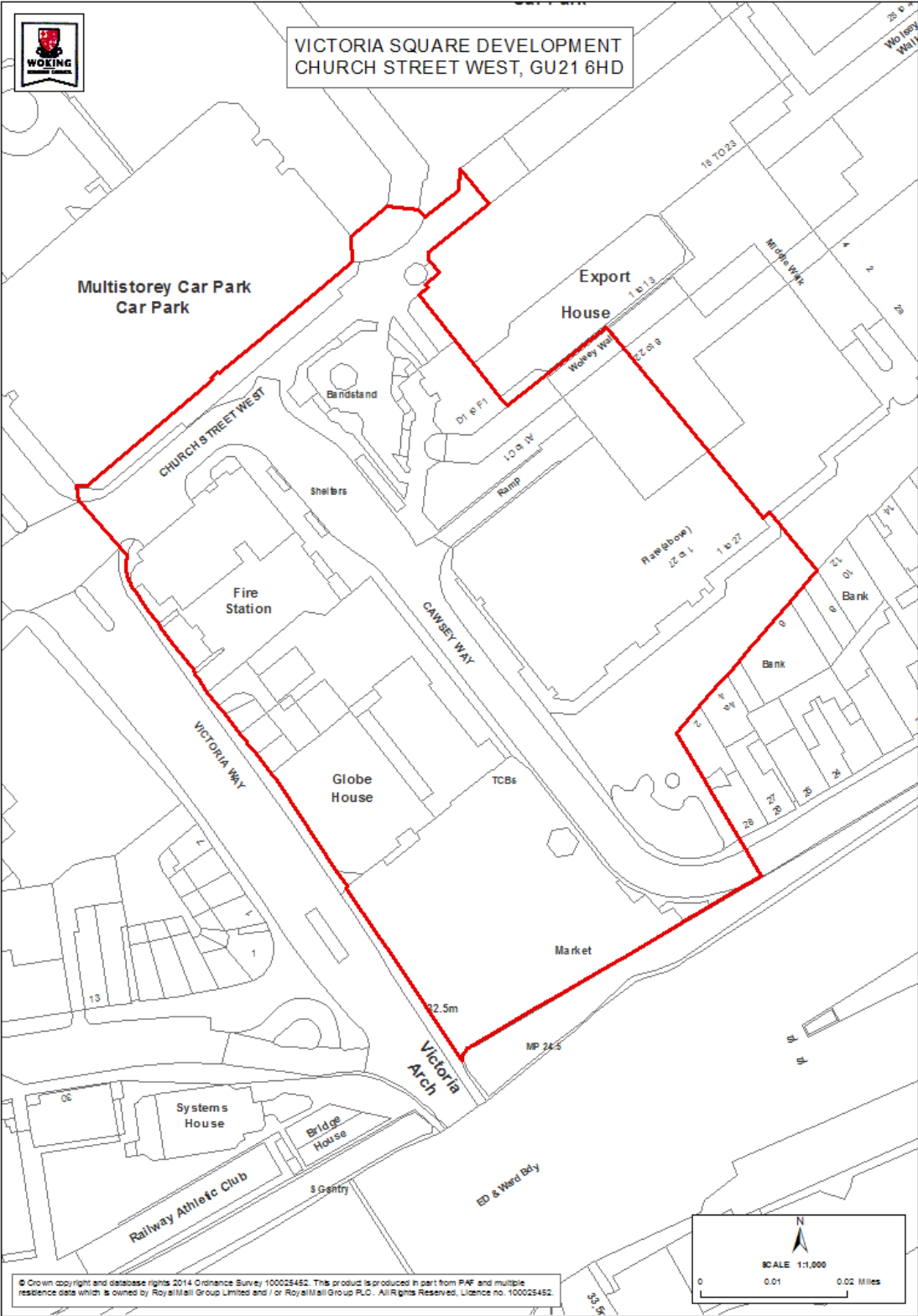
- It is expected that the site would come forward for development during the next 6 – 10 years;
- The site is in multiple ownership, some land assembly required.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE029)
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA9

Site address: Victoria Square Development, Church Street West, Woking, GU21 6HD





Policy UA9: Victoria Square Development, Church Street West, Woking, GU21 6HD

This 0.76 ha. site is allocated for major Town Centre redevelopment to regenerate this part of the Town Centre, to comprise retail, hotel, medical/offices, residential, infrastructure including a new energy centre and highway improvements, and re-provision of public open space.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Buildings should be of exceptional design quality - significant environmental improvements have been implemented within the Town Centre in the past few years and this major scheme should reflect the high quality standard being established in the town;
- Development should improve the arrival experience to the Town Centre from Woking Railway Station;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;

- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety (existing parking is at basement level);
- An effective access arrangement to ensure highway safety (existing access shared);
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality, in keeping with the grain of adjacent development and enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the three streetscenes;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities to incorporate green roofs/walls or roof gardens;
- The site is within the Primary Shopping Area and forms part of designated Primary Frontages. A1 retail is protected in the primary frontage;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be required;
- Due to the proximity of the road/railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Relocation of the fire station, Bandstand and market to alternative locations (relocation already underway).

Reasoned justification: The site currently comprises the existing fire station, the market site, post office, Boots store (Wolsey Place), a 1960s office building and adjoining land and a small area of public open space. Planning permission has been approved subject to a legal agreement (PLAN/2014/0014) for the redevelopment of the area including the creation approximately 11,000 sq.m of retail floorspace, medical centre, hotel, spa, gym, and 392 residential apartments. The proposal will also include associated facilities and infrastructure including a local energy centre, public open space, car parking and highways work.

An associated application has been approved for a replacement fire station (PLAN/2014/0015) on a site in Goldsworth Road. As part of ongoing improvement works to the Town Centre a new covered market area opened in 2014 between the Wolsey and Peacocks shopping centres.

The Core Strategy Policy CS2 *Woking Town Centre* - identifies the need to provide 75,000 sq.m of retail floorspace and 2180 residential units within the Town Centre by 2027. This is to ensure Town Centre remains competitive and continues to thrive as a primary economic and retail hub in future. The Town Centre is the most sustainable location within the Borough.

The redevelopment of this area, known as Victoria Square, would make a significant contribution to the delivery of the identified need in the Core Strategy. It would also regenerate this part of the Town Centre, which currently lacks purpose and definition with various ad hoc uses. The redevelopment of the area would improve linkages within the Town Centre and provide the opportunity to maximise commercial development and improve the townscape, having benefits to the wider Woking economy.

It is anticipated that the site would yield 392 additional dwellings, additional retail floorspace (11,000 sq.m gross), medical/office floorspace, and 190 hotel bed spaces. This is well in excess of the indicative residential capacity (160) subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 5 years;
- The site is in public and private sector ownership and is the subject of a joint venture arrangement;
- Phasing of the development will be required;

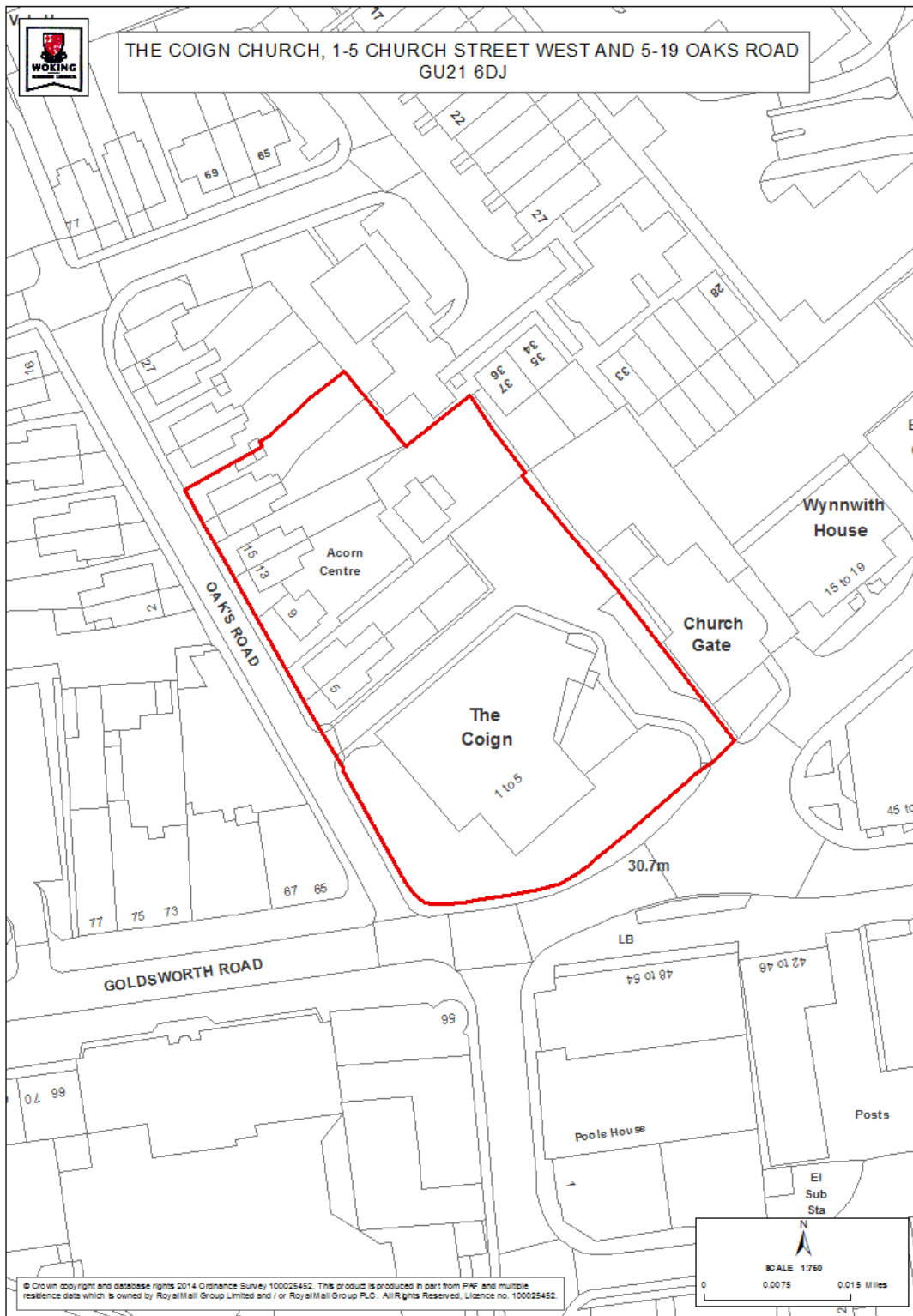
- The Council has taken an active interest in the past to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE030)
- Core Strategy examination note WBC17A
- Local Plan 1999
- Town, District and Local Centres study
- Employment Land Review
- Employment Topic Paper
- Planning permissions PLAN/2014/0014 and PLAN/2014/0015
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA10

Site address: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ





Policy UA10: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ

This 0.4 ha. site is allocated for a mixed use development to comprise of residential including Affordable Housing and community facilities.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 40% to be provided in-situ;
- Core Strategy Policy CS10 provides an indicative density range for development in Woking Town Centre in excess of 200 dph;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Design of development to have regard to this prominent corner position;
- Servicing areas should be accommodated within the block;

- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. In this respect the earlier planning history of the site is relevant;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- The building development scheme should consider local and long distance views of the development;
- Any buildings in this location should be of exceptional design quality;
- Development should protect and enhance the adjacent locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- A density of at least 175 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. A desk top study is required (this may lead to the need for investigation and remediation).
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: The site is located within Woking Town Centre. It is at the corner of Church Street West and Oaks Road and currently consists of a two storey church building with some outbuildings to the rear of the site and 7, two-storey residential properties along Oaks Road. The site is located within an inner gateway junction into the Town Centre.

There is planning permission (PLAN/2014/0941) for a new 2,948 sq.m community building (D1) and 85 residential properties.

The site is well served by public transport and is within walking distance of the Woking Town Centre Primary Shopping Area and Woking Railway Station, within the Town Centre.

It is anticipated that the site could yield of around 78 net additional dwellings (85 gross) and additional community floorspace (3000 sq.m. gross).

Delivery arrangements:

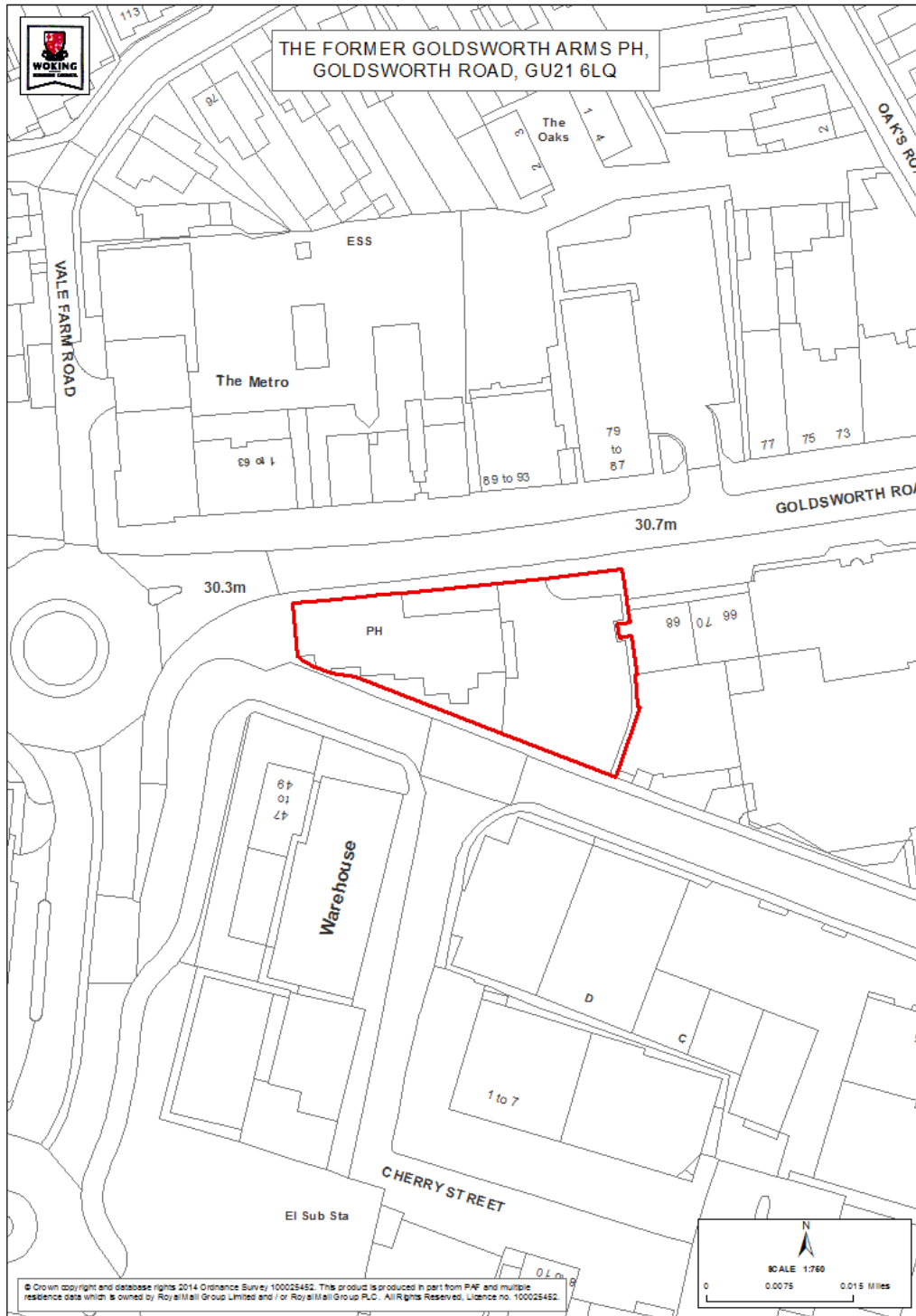
- It is expected that the site would come forward for development within the next 5 years
- The land is in single ownership and the land is available;
- There is known interest in bringing the site forward.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE062)
- Planning Applications PLAN/2013/1207 and PLAN/2014/0941
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA11

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





Policy UA11: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ

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

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

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

- Development should directly address both Goldsworth Road and Poole Road street scenes on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Any buildings in this gateway location should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- Design of development to have regard to this corner site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Design to consider impact on setting of adjacent locally listed building;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required, dependent upon sensitivity of proposed use(s)
- The site could come forward for development as part of any future development of the Poole Road Industrial Estate (Proposal Site UA17).
- Due to the proximity to the road the development would need to consider the impacts

on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;

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

Reasoned justification: The site contains a derelict public house (ceased trading in 2011) with car parking to the rear. It is located at a key location as you enter Woking Town Centre from the west. A recent application was submitted seeking prior approval to demolish the buildings (PLAN/2014/1320).

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

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

A redevelopment of residential is considered a more effective use of the site. It is anticipated that the site could yield up to 33 dwellings.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 5 years;
- It would be a developer-led scheme;
- The site is currently vacant (ceased trading in 2011) and is known to be available for development.

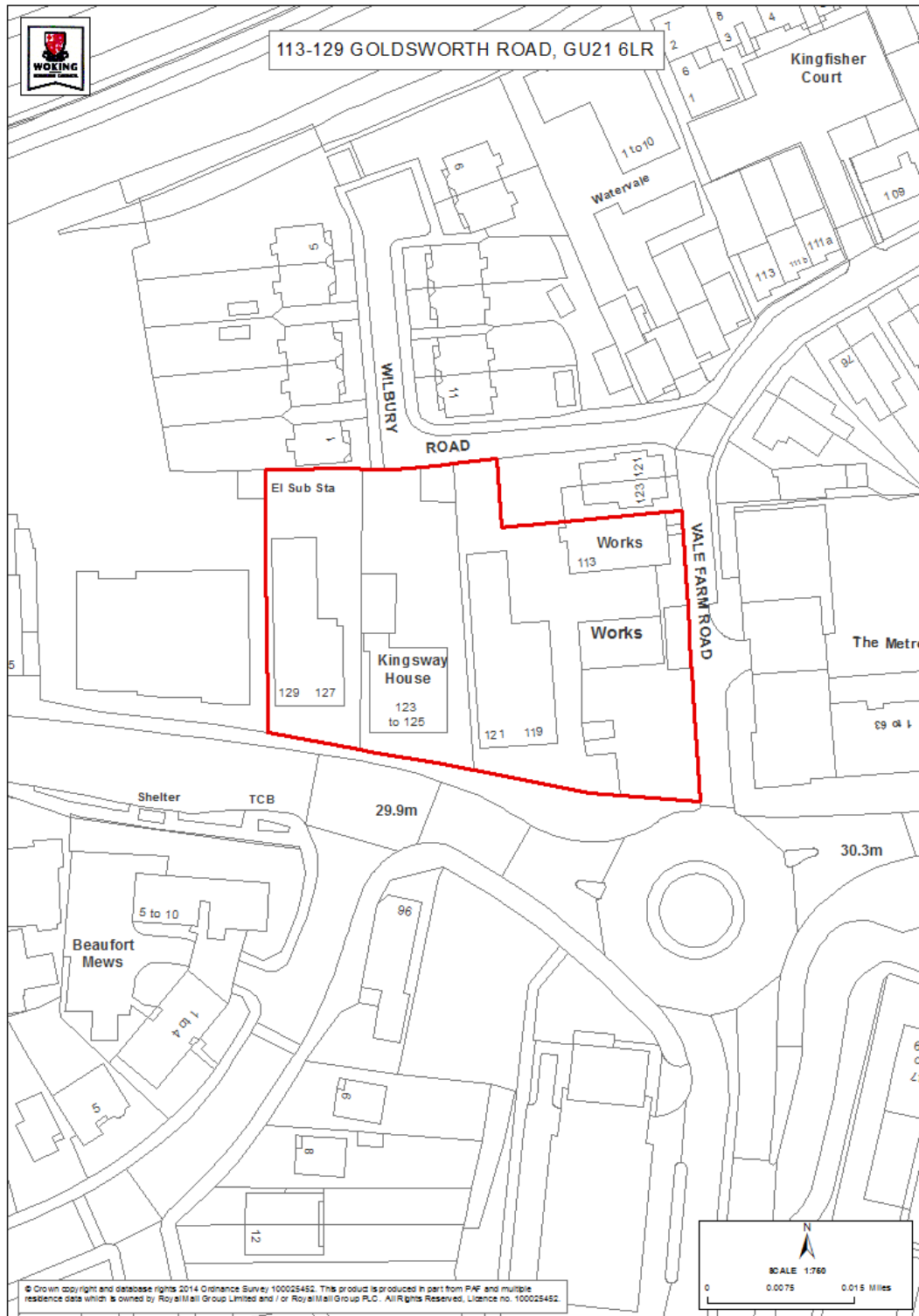
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE074)
- Sustainability Appraisal
- Planning Application PLAN/2012/0736
- Habitat Regulations Assessment

- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Prior approval application PLAN/2014/1320

Proposal reference: UA12

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





Policy UA12: 113-129 Goldsworth Road, Woking, GU21 6LR

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

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

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

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- The site is in an edge of Town Centre location and should reflect this in its design. Development in this area should step down to respect the existing adjacent low-rise residential areas.
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to address this prominent corner position;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation likely to be necessary;
- Active frontages to enhance the streetscene;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

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

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11-15 years;
- The land is in multiple ownership and there are a number of existing tenancies
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE018)
- Sustainability Appraisal
- Employment Topic Paper
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA13

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





Policy UA13: MVA and Select House, Victoria Way, Woking, GU21 6DD

This 0.15 ha. site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA14, UA15 and UA16);
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;

- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from the south of the Borough;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on

detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation may be necessary (dependent upon development uses and building design);

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

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

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

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

Delivery arrangements:

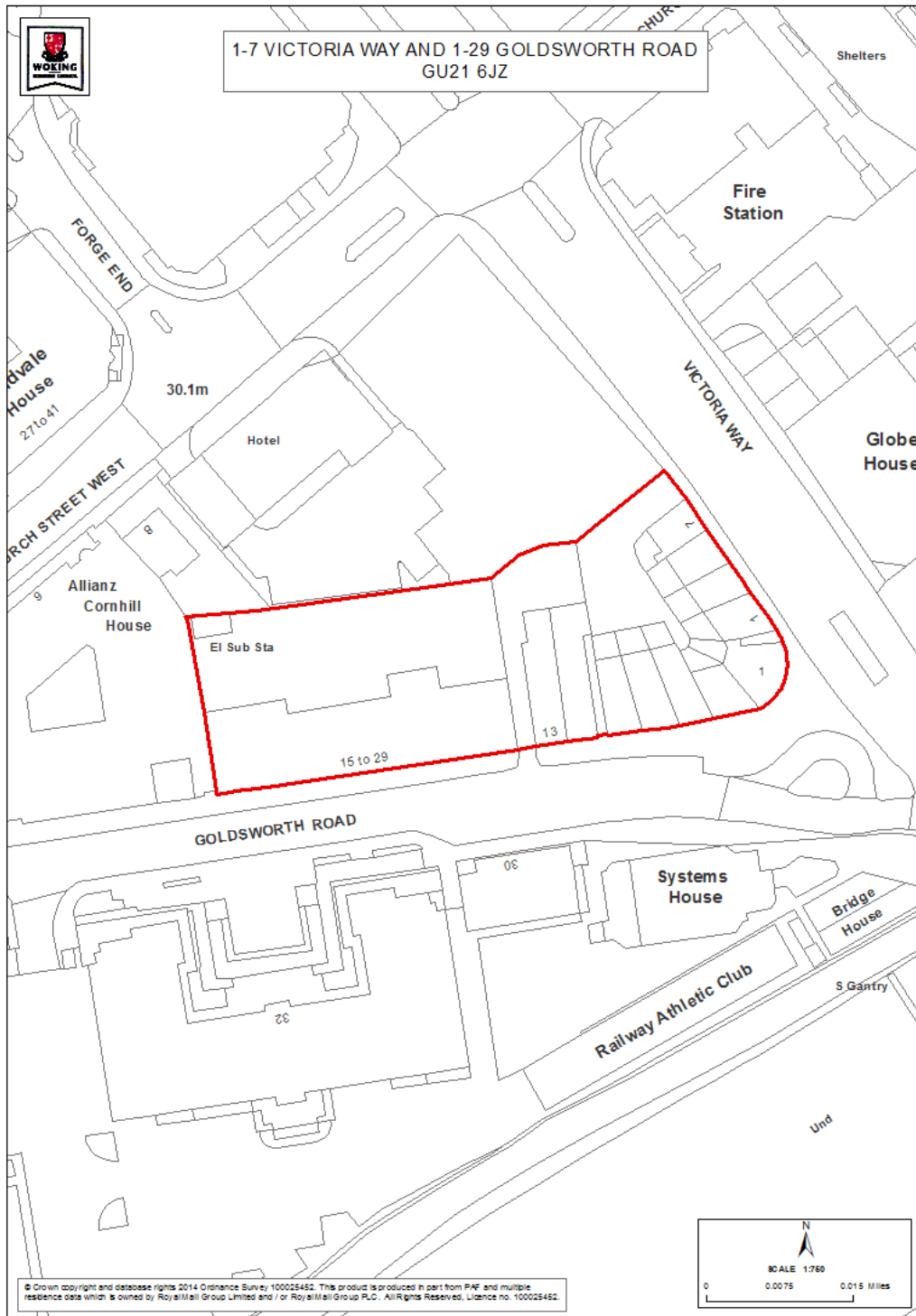
- It is expected that the site would come forward for development during the next 6-10 years;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE010)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA14

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





Policy UA14: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA15 and UA16);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 40% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that

enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to 3 storey at 31 Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality and have regard to this prominent corner position and vibrancy at ground floor level;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Development should consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

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

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

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

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

Delivery arrangements:

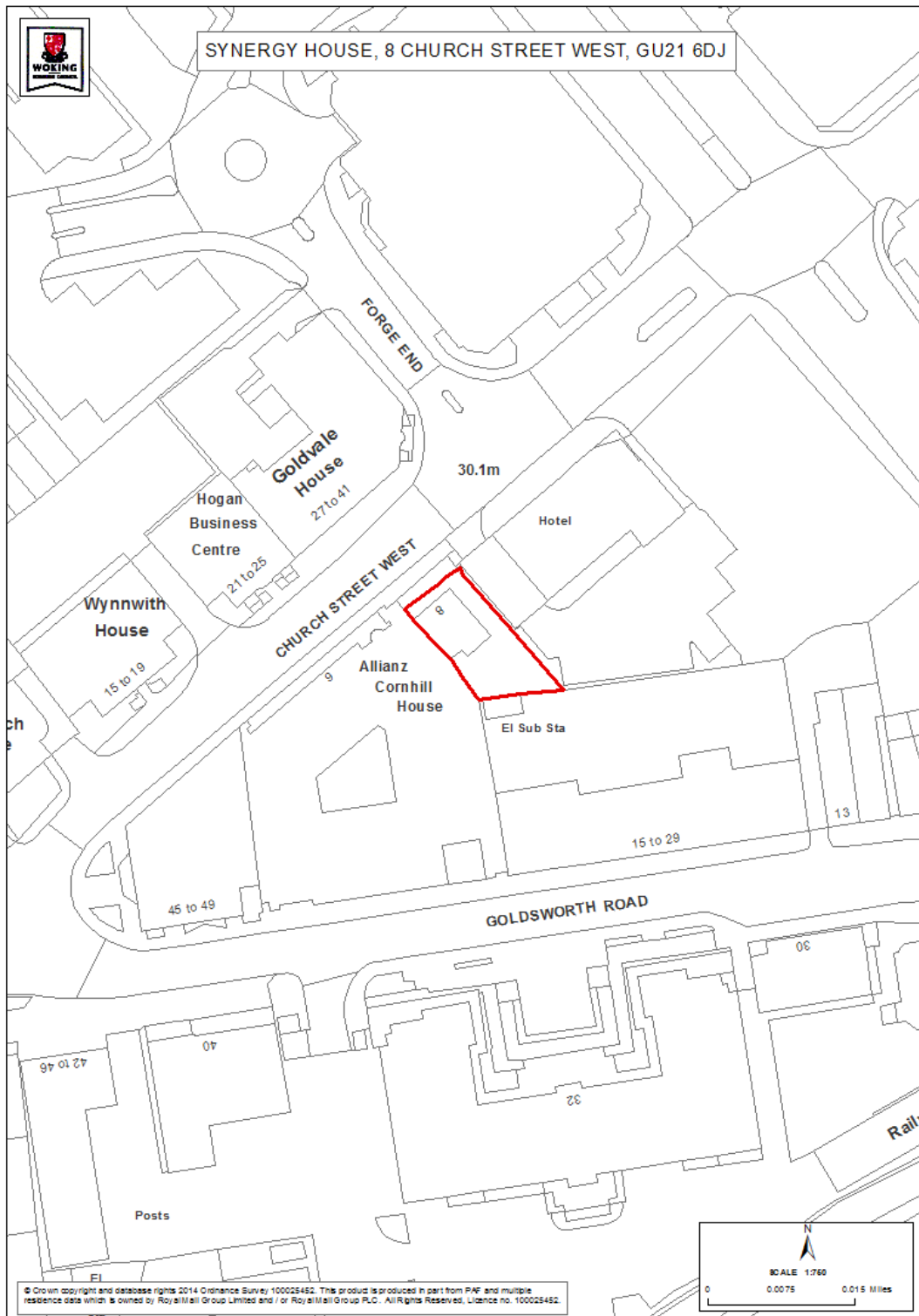
- It is expected that the site would come forward for development during the next 11-15 years;
- The site is in multiple ownership and land assembly may be complex.
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE068)
- Sustainability Appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA15

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





Policy UA15: Synergy House, 8 Church Street West, Woking, GU21 6DJ

This 0.02 ha. site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA14 and UA16);
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Retain electricity sub-station;
- Due to the proximity to the road / 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.

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

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

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

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

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

Delivery arrangements:

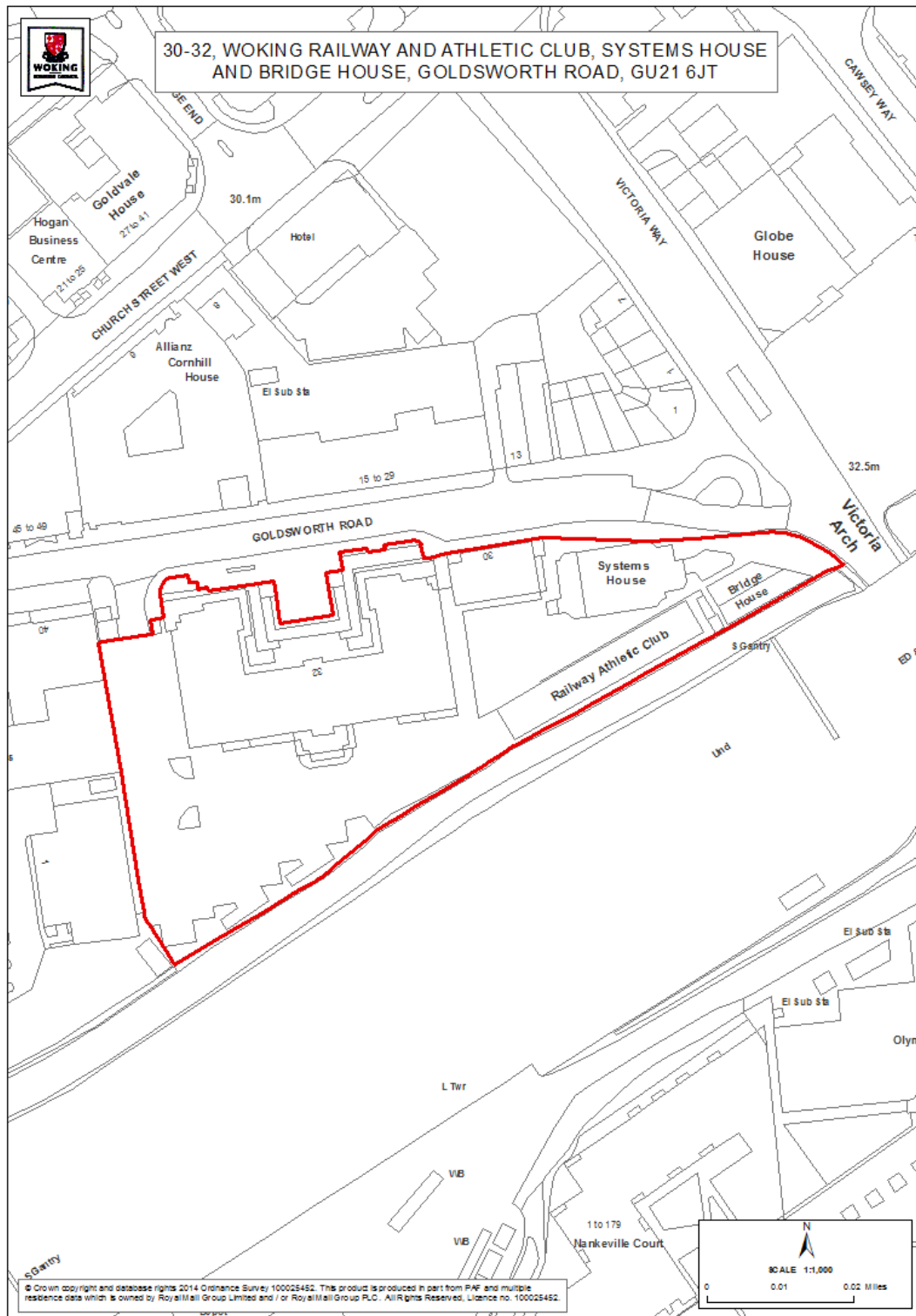
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted

Key evidence base:

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

Proposal reference: UA16

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





Policy UA16: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA14 and UA15);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Relocation of the existing community floorspace should be sought;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to six storeys at the proposed Woking Fire Station;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Design of development to have regard to this prominent position and vibrancy at ground floor level;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- The development should mitigate the impact of noise from the adjacent railway line to protect residential amenity;
- The development site will need to ensure it does not impede the future widening of

Victoria Arch Tunnel at Victoria Way which is an allocated infrastructure development;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation likely;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

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

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

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6-10 years;

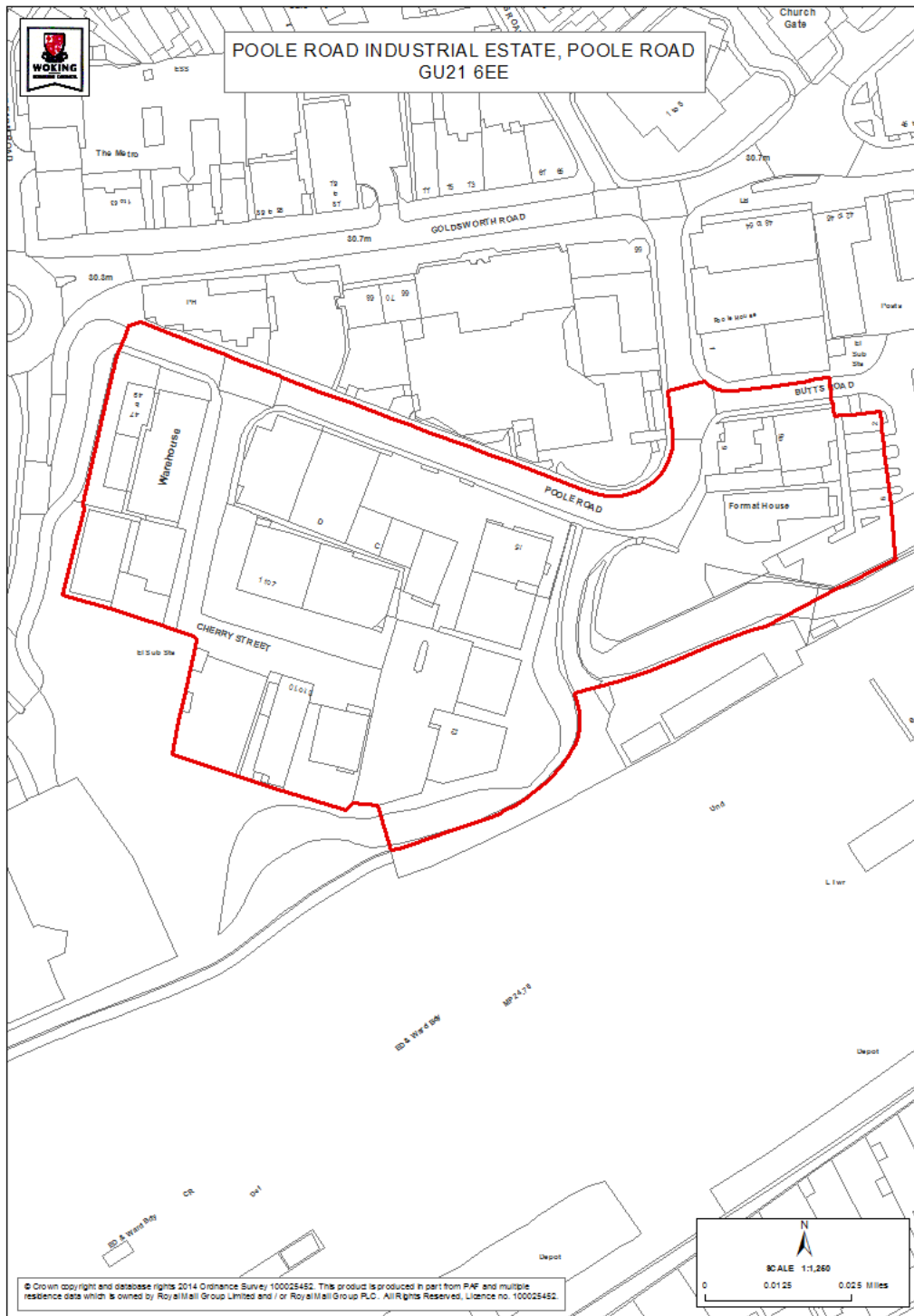
- The site is in multiple ownership, some land assembly will be required.
- The majority of the site (excluding Systems House) is currently in operational use
- Landowners have been contacted to determine the availability of site for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE066)
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA17

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





Policy UA17: Poole Road Industrial Estate, Woking, GU21 6EE

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

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

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

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

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should mitigate the impact of noise from the adjacent railway line;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved and provide a new Energy Station (see the Climate Change SPD for guidance and contacts);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier.
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of the former Goldsworth Arms Public House (Proposal Site UA11);
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation and remediation would be required;

- Due to the proximity to the road / railway line and any other adjacent noise generators, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented.

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

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

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

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

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

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Fire Station site, as this development is under construction.

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11 – 15 years;
- This would be as a joint council and developer-led scheme;
- Properties will be in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE010)
- Core Strategy examination note WBC17A
- Sustainability Appraisal
- Habitat Regulations Assessment

- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Climate Change SPD
- Character Study

Proposal reference: UA18

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





Policy UA18: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ

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

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

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

- Appropriate and adequate provision of car and cycle parking that takes into account. Parking could be underground or extension of the adjoining multi-storey;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Development should protect and enhance the character of the adjacent Town Centre Conservation Area the setting of this and nearby locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

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

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

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

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

It may be possible to re-provide the existing conference facility at HG Wells as part of the hotel permitted within the Victoria Square Development (Proposal Site UA9) however it is too early to confirm this at this time.

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

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

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

Delivery arrangements:

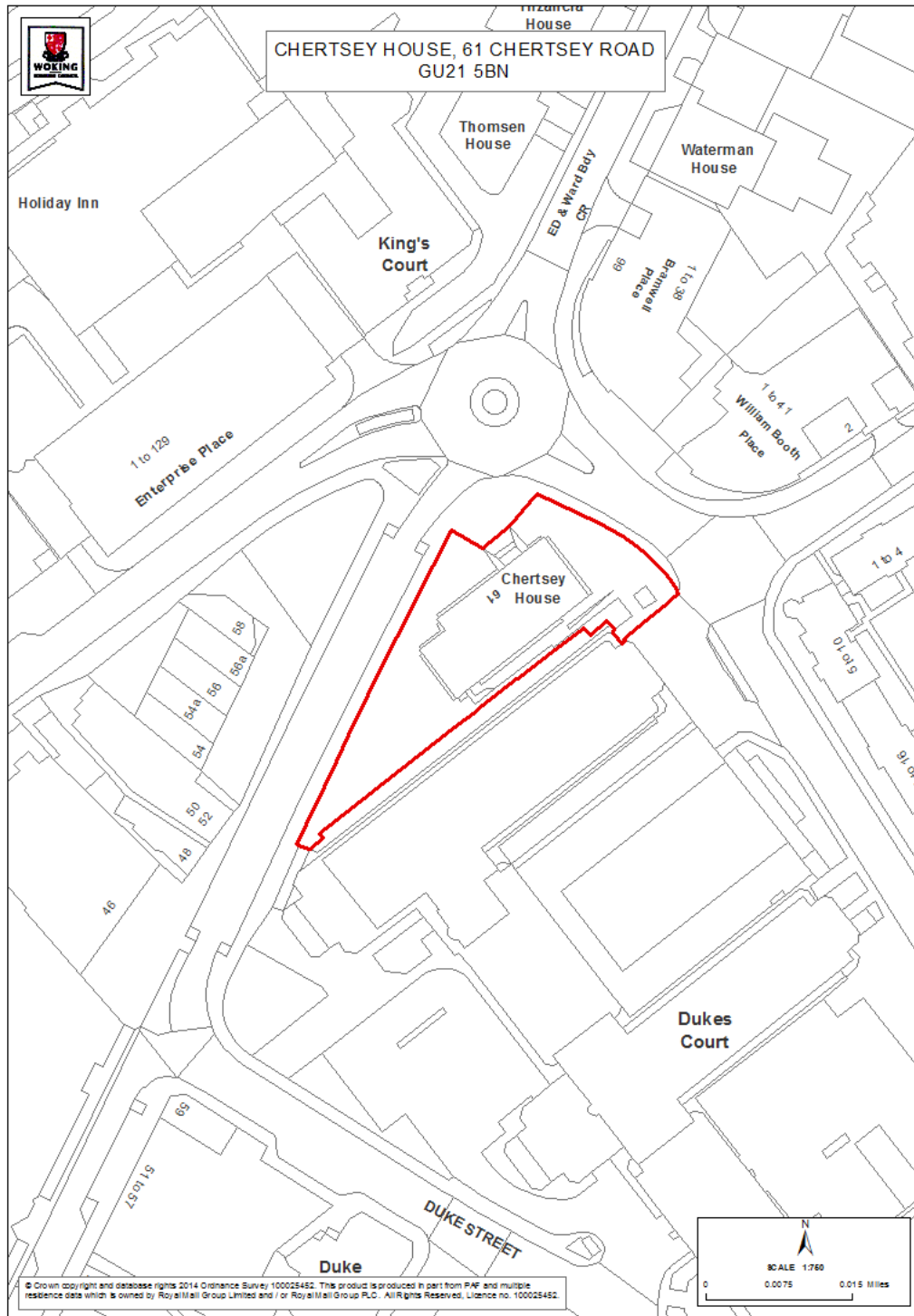
- It is expected that the site would come forward for development the next 11-15 years;
- This would be as a developer-led scheme;
- Properties will be in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.
- There is potential for the site to also include Crown House;
- 48 and 50/52 Chertsey Road known to be available;
- Some of the units are vacant and have been for some time.
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE070)
- Core Strategy examination note WBC17A
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA19

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





Policy UA19: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN

This 0.12 ha. site is allocated for office development.

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

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

ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses in the area may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be necessary, which might lead to a need for remediation, dependent upon the development uses and building design;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

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

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

There is opportunity to extend the building to intensify the office use in this gateway location. It is anticipated that the site could yield 740 sq.m additional office floorspace (1000 sq.m gross).

Delivery arrangements:

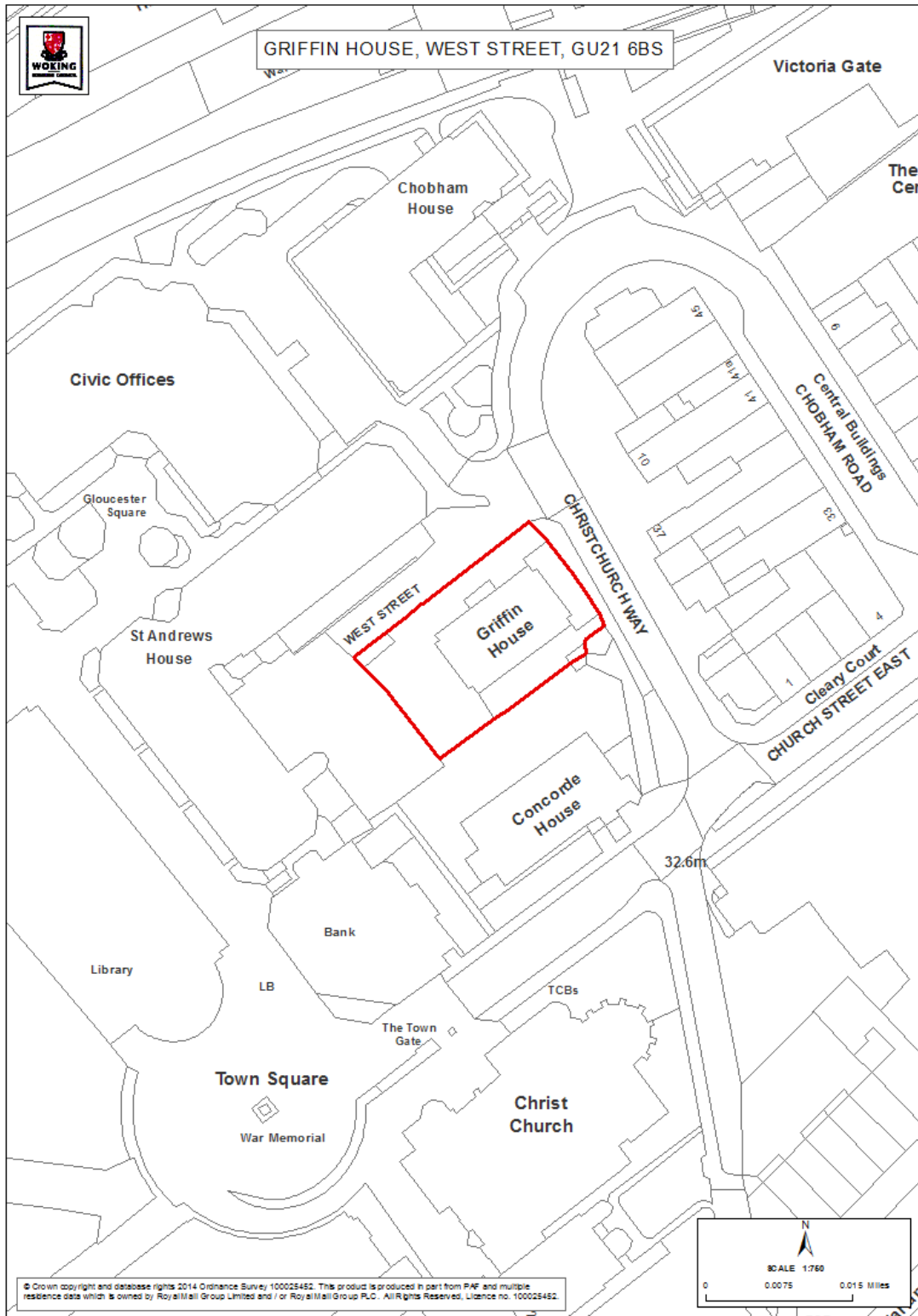
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:

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

Proposal reference: UA20

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





Policy UA20: Griffin House, West Street, Woking, GU21 6BS

This 0.08 ha. site is allocated for office development.

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

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

the development;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of adjacent Concorde House (see Proposal Site UA21).
- Design of development to have regard to listed buildings and their setting;

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

It is anticipated that the site could yield at least 1000 sq.m office floorspace (1700 sq.m gross) and could come forward for development alongside Proposal Site UA21 as part of a comprehensive redevelopment. Due to the close proximity of Christ Church (Grade II Listed), any development must have regard to the heritage asset and its setting.

Delivery arrangements:

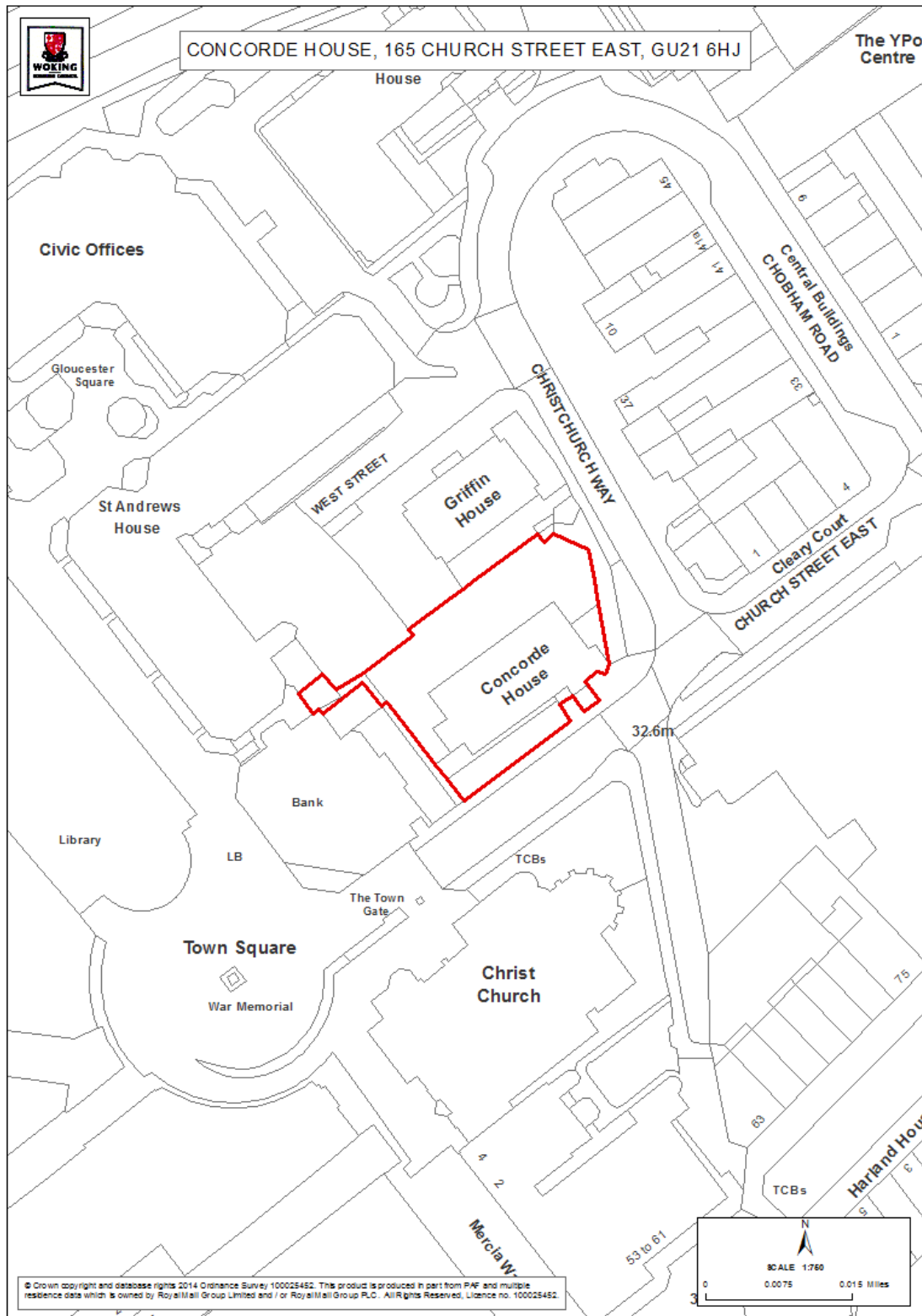
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:

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

Proposal reference: UA21

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





Policy UA21: Concorde House, 165 Church Street East, Woking, GU21 6HJ

This 0.1 ha. site is allocated for office development.

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

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

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Opportunity for the development design to address this corner location;
- The site could come forward for development as part of any future development of adjacent Griffin House (see Proposal Site UA20).

Design of development to have regard to listed building adjacent.

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

It is anticipated that the site could yield at least 800 sq.m office floorspace (1800 sq.m gross).

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

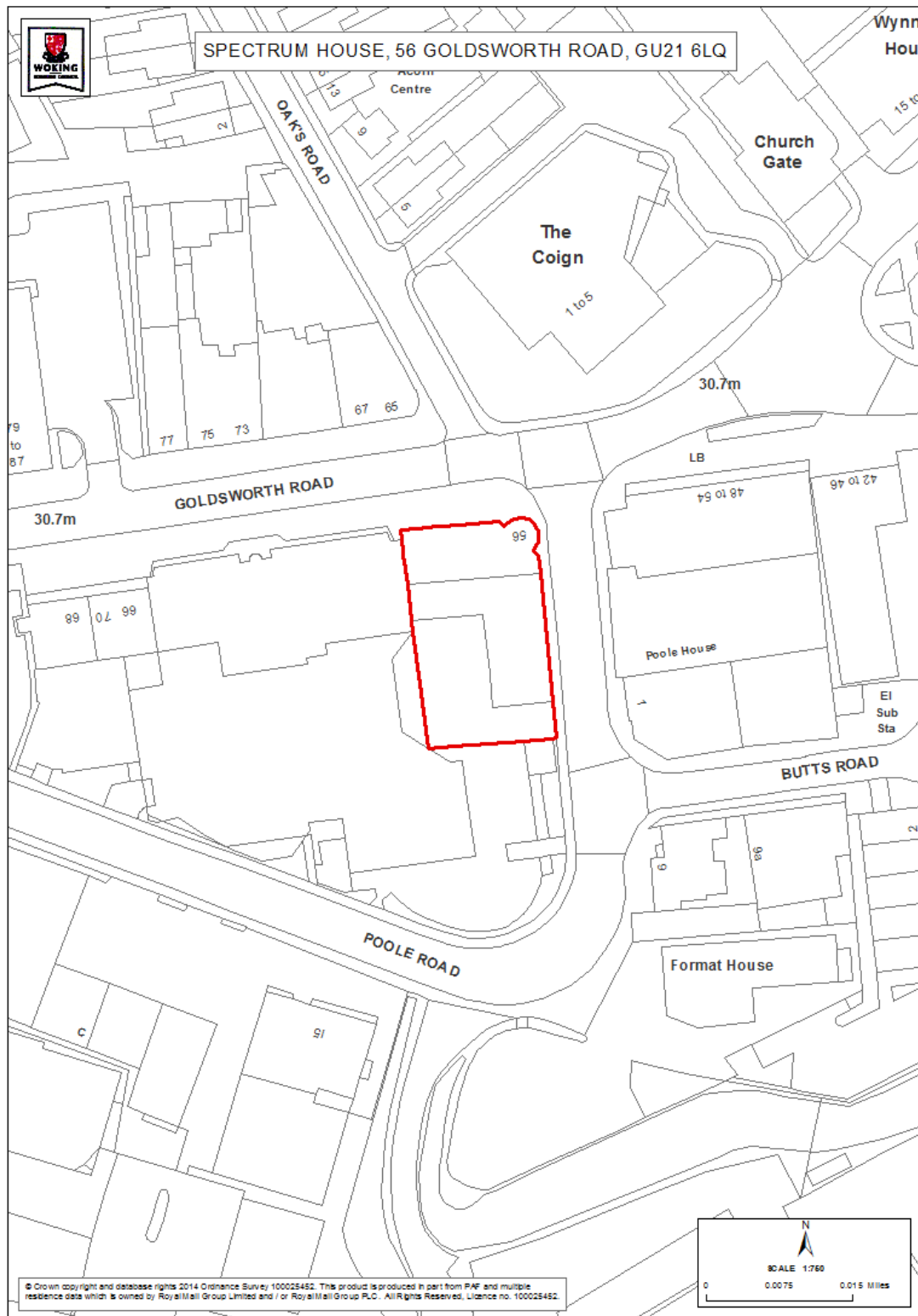
Key evidence base:

- Employment Land Review

- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE063)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA22

Site address: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE





Policy UA22: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE

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

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

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

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Development should protect and enhance the adjacent locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should protect any trees of amenity value within or adjacent to the site;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation may be necessary (dependent on findings and building design);
- Due to the proximity to the road / railway line the development would need to

consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: This is a three storey 1980s/90s office building located along Goldsworth Road. The building currently has prior approval for change of use to twelve flats (PLAN/2014/0144). However there is opportunity for the redevelopment of the site into a mixed use scheme comprising of offices with some residential above.

It is anticipated that the site will yield at least 12 dwellings and the re-provision of existing office floorspace (780 sq.m). Any development would need to have regard to the adjacent locally listed buildings (65-77 Goldsworth Road) and their setting.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough.

Delivery arrangements:

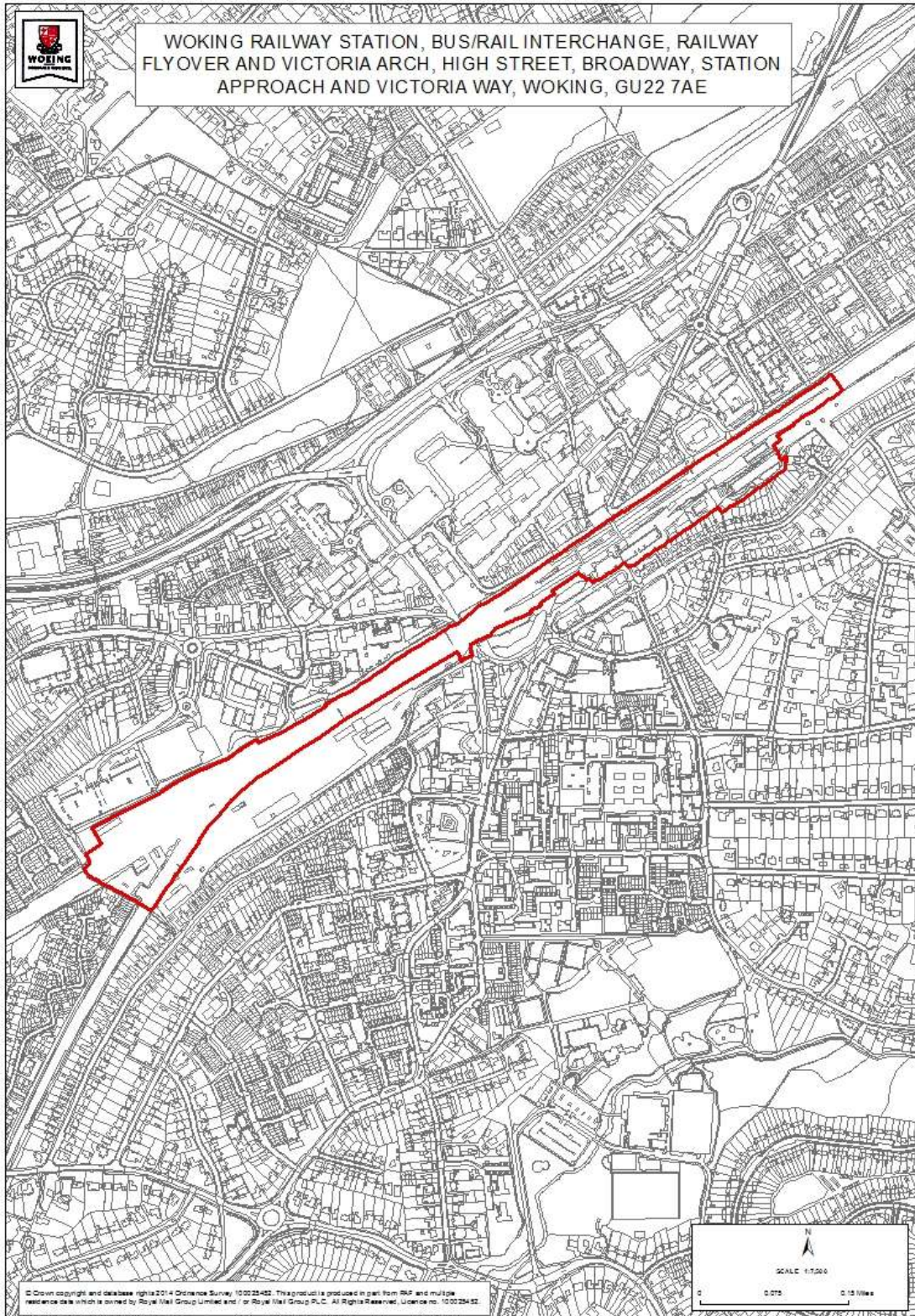
- It is expected that the site would come forward for development during years 1 - 5 of the Core Strategy period;
- The site is currently vacant and is available for development immediately.

Key evidence base:

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

Proposal reference: UA23

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







Policy UA23: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE

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

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

- Development should improve the arrival experience to the Town Centre;
- Any buildings or improvements to the public realm should be of exceptional design quality;
- Development should protect and enhance the character of the Town Centre Conservation Area, statutory and locally listed buildings;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater

contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency.

Reasoned justification: The Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014) for Woking explains that capacity on the South West Main (railway) Line is a key issue affecting Woking. Woking station is the second busiest railway station in Surrey (based on annual station entries and exits, and approximately 69% of passengers travelling from Woking travel to London terminals (Local Transport Strategy for Woking).

There is presently a poor interchange between different modes of transport in and around the railway station. Whilst there is good provision for cycle-rail interchange to the south of the station, better provision could be made to the north of the station. Bus waiting facilities are poor and not well-signed from the northern exit of the station, despite being located nearby (Local Transport Strategy for Woking). One potential solution is the development of a 'transport interchange hub' at Woking railway station to improve passenger experience in changing between modes' (paragraph 5.11).

This would complement other improvements to rail-related infrastructure, such as the potential grade separated 'flyover' at Woking. The Wessex Route Study considers options for the long term delivery of Main Line growth. All three options include Woking Grade Separation as a priority. The Council supports the Grade Separation with the enhanced platform capacity option to provide an additional through platform by extending platform 6; this would enable a larger number of high peak services to call at Woking.

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

These improvements should be seen in the context of the redevelopment of the High Street. Allocated sites in the High Street area would be expected to contribute to the delivery of these works.

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

Delivery arrangements:

- It is expected that the site would come forward for development after 2015
- Funding will be assisted through the LSTF
- It is expected that the site would come forward for development during the next 6 -10 years.

Key evidence base:

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

Proposal reference: UA24

Site address: Barratt House, Barratt House, 7 - 9 Chertsey Road, Woking, GU21 5AB





Policy UA24: Barratt House, Barratt House, 7- 9 Chertsey Road, Woking, GU21 5AB

This 0.02 ha. site is allocated for residential development, including Affordable Housing.

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

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

enhances the local and wider Goldsworth Park character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Urban Area;
- The development should retain any trees of amenity value (note protected trees adjacent);
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity of the adjacent servicing area, the development would need to consider the impact of noise and ensure mitigation measures are implemented to protect residential amenity;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Transport Assessment and Travel Plan required to determine impact of development on transport network, mitigating measures, and opportunities to minimise car use;
- The redevelopment of amenity greenspace and the potential loss of mature trees will need to be justified and relevant surveys undertaken/submitted.
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;

- The Council needs to be satisfied that there are no significant contamination issues on this site.

Reasoned justification: The site has an unimplemented prior approval for change of use from office (B1a) to residential (C3) for 11 units made up of five, one-bedroom units and six, two-bedroom units (PLAN/2013/0958).

The site has excellent accessibility to key local services (schools, GP surgeries and to Woking Town Centre).

It is anticipated that the site could yield 11 dwellings.

Delivery arrangements:

- The site is expected to come forward within the next 5 years;
- The site is vacant and has outstanding planning permission;
- The landowner has confirmed the site is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE052)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Goldsworth West

Proposal reference: UA25

Site address: Goldsworth House, Denton Way, Woking, GU21 3LG





Policy UA25: Goldsworth House, Denton Way, Woking, GU21 3LG

This 0.52ha site is allocated for mixed use development to comprise of specialist residential accommodation and community health care facilities.

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

- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character.
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the block;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- A development density of 40 dph is recommended. This is within the indicative density range set out in the Core Strategy;
- The site is within Flood Zone 1 where development is recommended to take place (low risk);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and appropriate landscaping should be provided;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
-

Reasoned justification: This site is located within Goldsworth Park Local Centre and is currently a vacant employment site. It is currently a 2 storey building surrounded by car parking and semi-landscaped gardens. The existing building is well screened by trees despite the size and prominent location of the site. It is easily accessible by public transport, foot, cycle and car due to its local centre location.

The site has recently granted planning permission for the change of use and extension of the existing building into 20 bed hospice and it is considered that it is deliverable within the next 0-5 years of the plan period.

Delivery arrangements:

- It is expected that development of the site will take place during the next five years
- The site is in single ownership.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGW004)
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Town, District and Local Centres Study