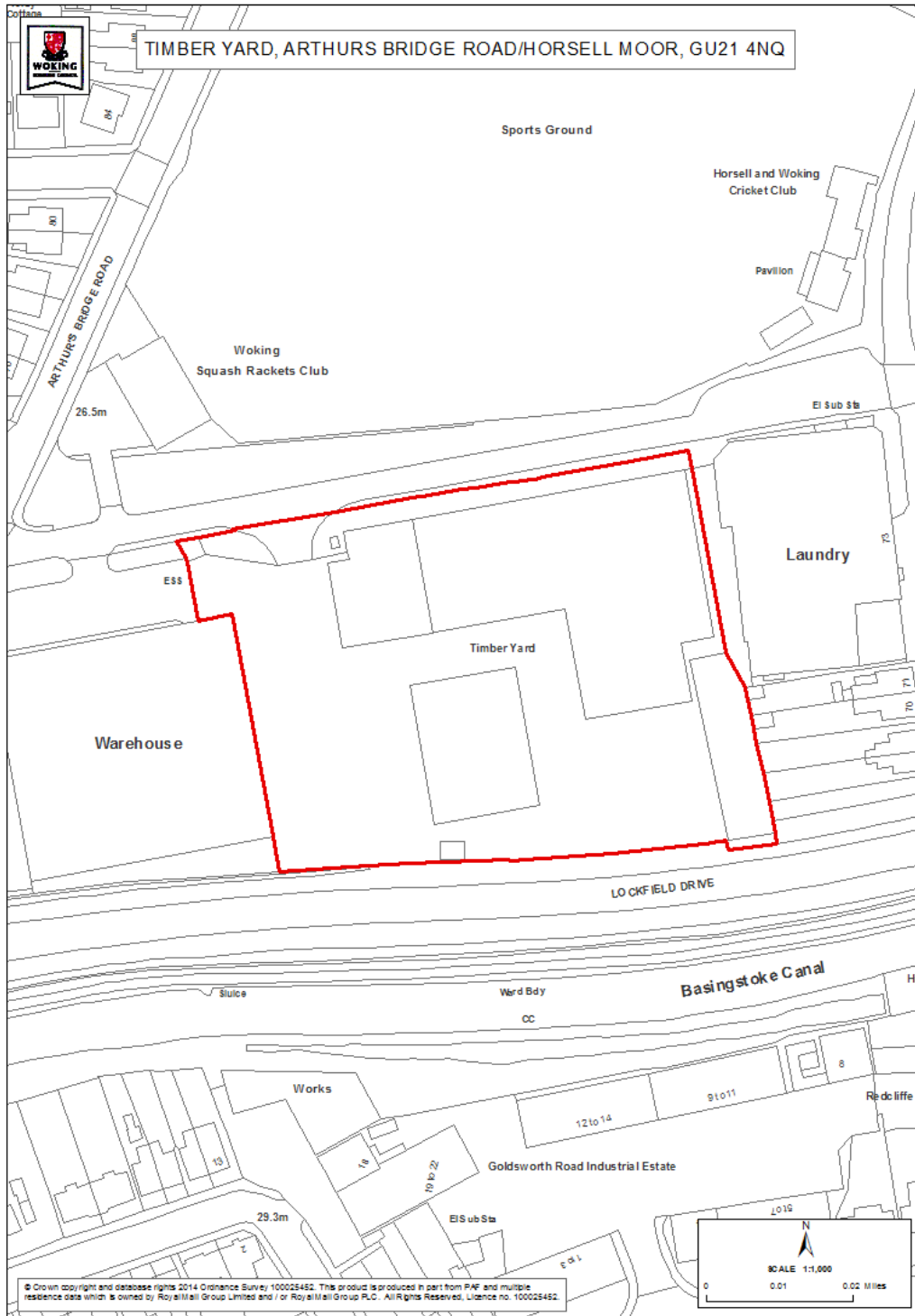


Horsell West

Proposal reference: UA26

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





Policy UA26: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ

This 0.9 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 (particularly adjacent 68-71 Horsell Moor), provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Suitable levels of private amenity space should be provided for residential housing units;

- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Design to sensitively address this prominent site; development must provide well-designed frontages to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The 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 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;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime

homes will be encouraged for the residential element of the development;

- Development must carefully consider the adjacent Conservation Area and Basingstoke Canal to ensure there is no significant adverse impacts on the heritage and biodiversity assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Design to address presence of fibre cables;
- The site could come forward for development as part of any future development of 73 Horsell Moor (73, the Laundry, Proposal Site UA27);
- 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 Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

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

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

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

Delivery arrangements:

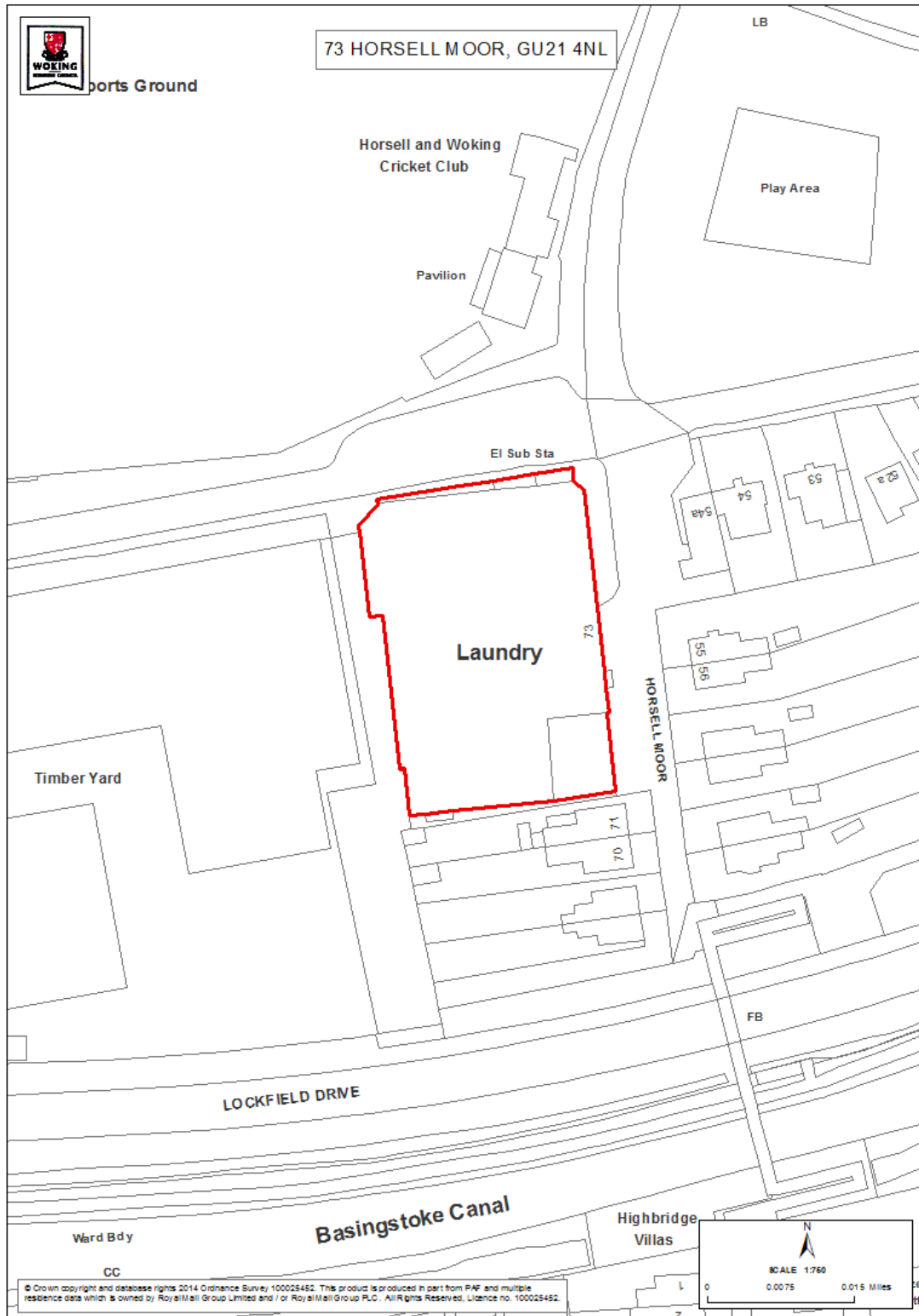
- The site is expected to come forward in the next 6-10 years, subject to relocation of the existing employment use to an alternative location;
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE019a)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

Proposal reference: UA27

Site address: 73 Horsell Moor, Horsell, GU21 4NL





Policy UA27: 73 Horsell Moor, Horsell, GU21 4NL

This 0.18 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 character;

- Suitable levels of private amenity space should be provided for residential housing units;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street - design to sensitively address this prominent site; development must provide well-designed frontages to adjacent stretches of Horsell Moor;
- 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 Borough;
- The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Relocation of the existing retail use would be required;
- 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;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- 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;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development must carefully consider the adjacent Conservation Area and Basingstoke Canal to ensure there is no significant adverse impacts on the heritage and biodiversity assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph. Taking into account the existing built form on the site and its accessibility, a development density of 75 dph is recommended for this site;
- The site could come forward for development as part of any future development of the Timber Yard (see Proposal Site UA26).

Reasoned justification: The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area. Redevelopment of this existing laundry site for residential use would have a regenerative effect and achieve the removal of a non-conforming use in a residential area.

It is anticipated that the site could yield at least 16 dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment)_and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward in the next 6-10 years;
- The landowner has been contacted.

Key evidence base:

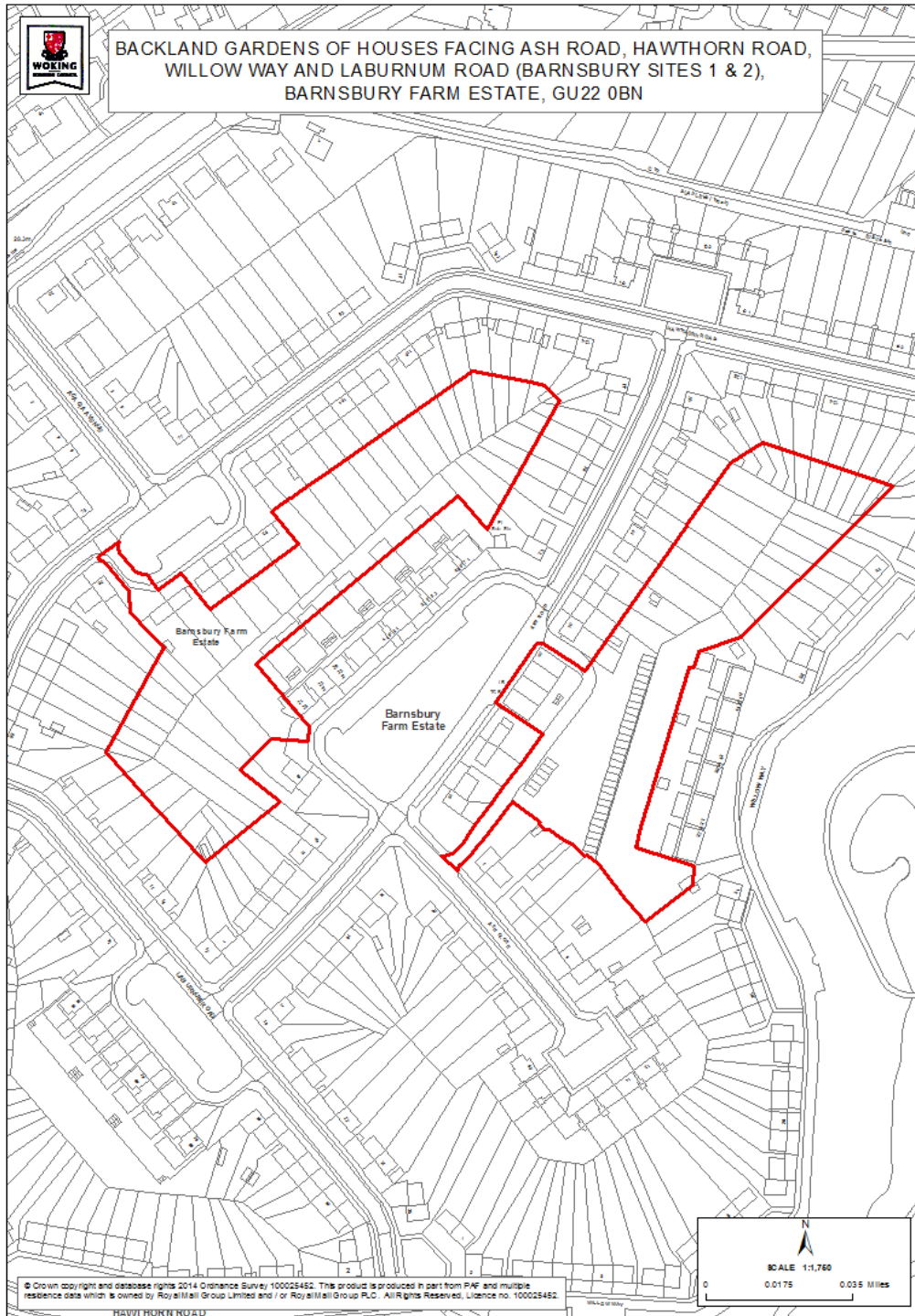
- Strategic Housing Land Availability Assessment (SHLAAGE019b)
- County Highway Authority Transport Assessment
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy

- Design SPD
- Parking Standards SPD
- Character Study

Kingfield Westfield

Proposal reference: UA28

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





Policy UA28: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN

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

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate site (see Proposal Site UA29);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph.
- 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;
- Suitable for low density family housing. Potential to include community facility and retail units on site to serve residential development and replace existing if part of the development;
- Major highways improvements are likely to be required;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- 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;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Flood Risk Assessment and suitable scheme design to address flood risk, in line with Policy CS9;
- A Transport Statement may be required to assess likely transport impacts.

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

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

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

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

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

Delivery arrangements:

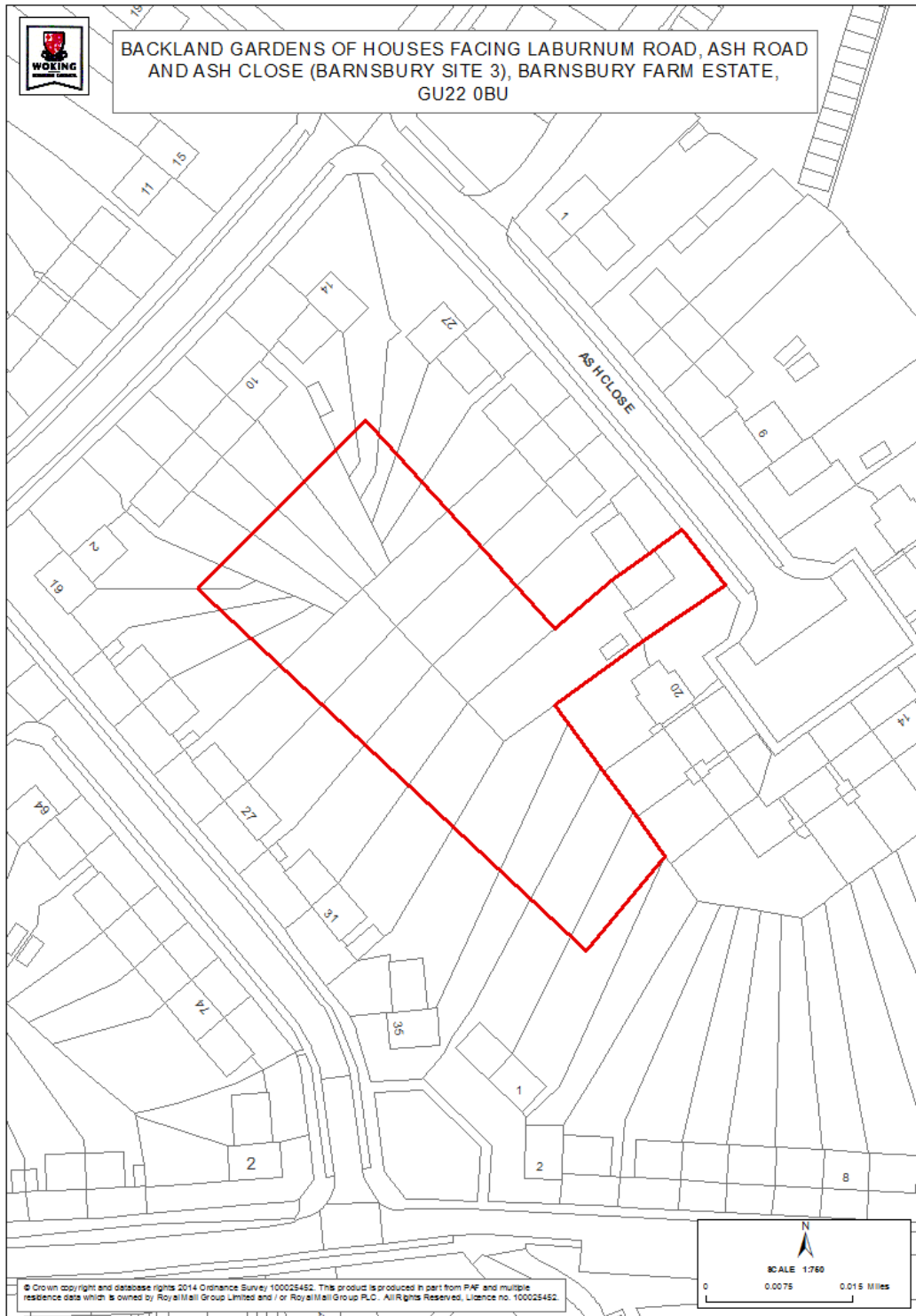
- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW009a and SHLAA009b)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Proposal reference: UA29

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





Policy UA29: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU

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

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA28);
- 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;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph. Taking into account accessibility to Town and Local Centres, a development density of 118 dph is recommended for this site;
- 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;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- An effective access arrangement to ensure highway safety;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Investigation and/or further remediation of land, if required.

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

The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good. The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.

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

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

Delivery arrangements:

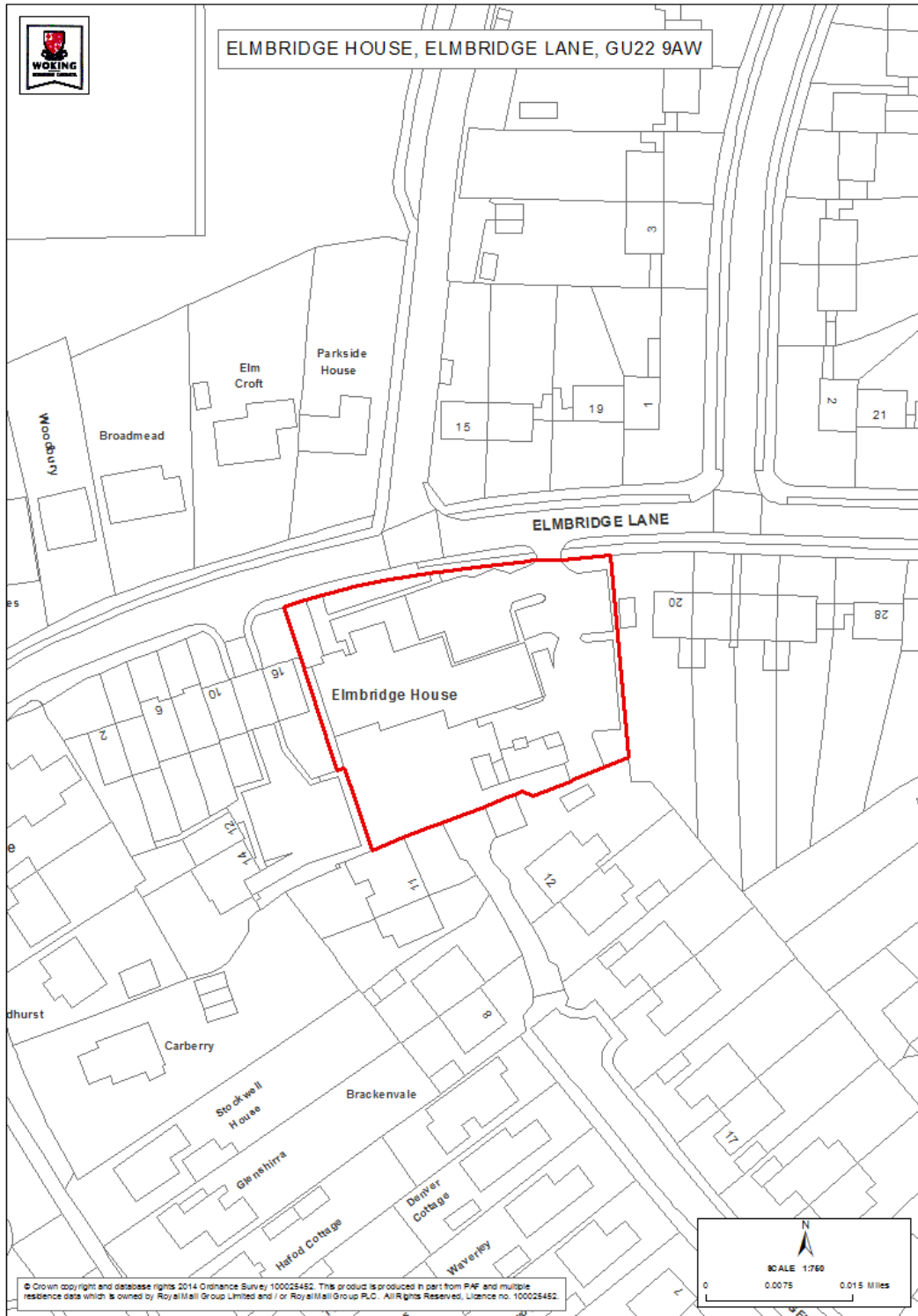
- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW010)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Proposal reference: UA30

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





Policy UA30: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 30% to be provided in-situ;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- The design of the development needs to provide a response to the predominantly low-rise properties on Elmbridge Lane;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- A development scheme should consider local views of the development;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential housing units;
- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Improvements to the existing highway and site access may be required;
- Servicing areas should be accommodated within the block;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

There is a current application for a Certificate of Lawful Existing Use to establish whether permission PLAN/2008/0630 for the demolition of existing office block and erection of 6 x four bedroom houses and 4 x three bedroom houses with associated parking and landscaping had been implemented before the expiry date of 16.08.2014 and is lawful.

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

Delivery arrangements:

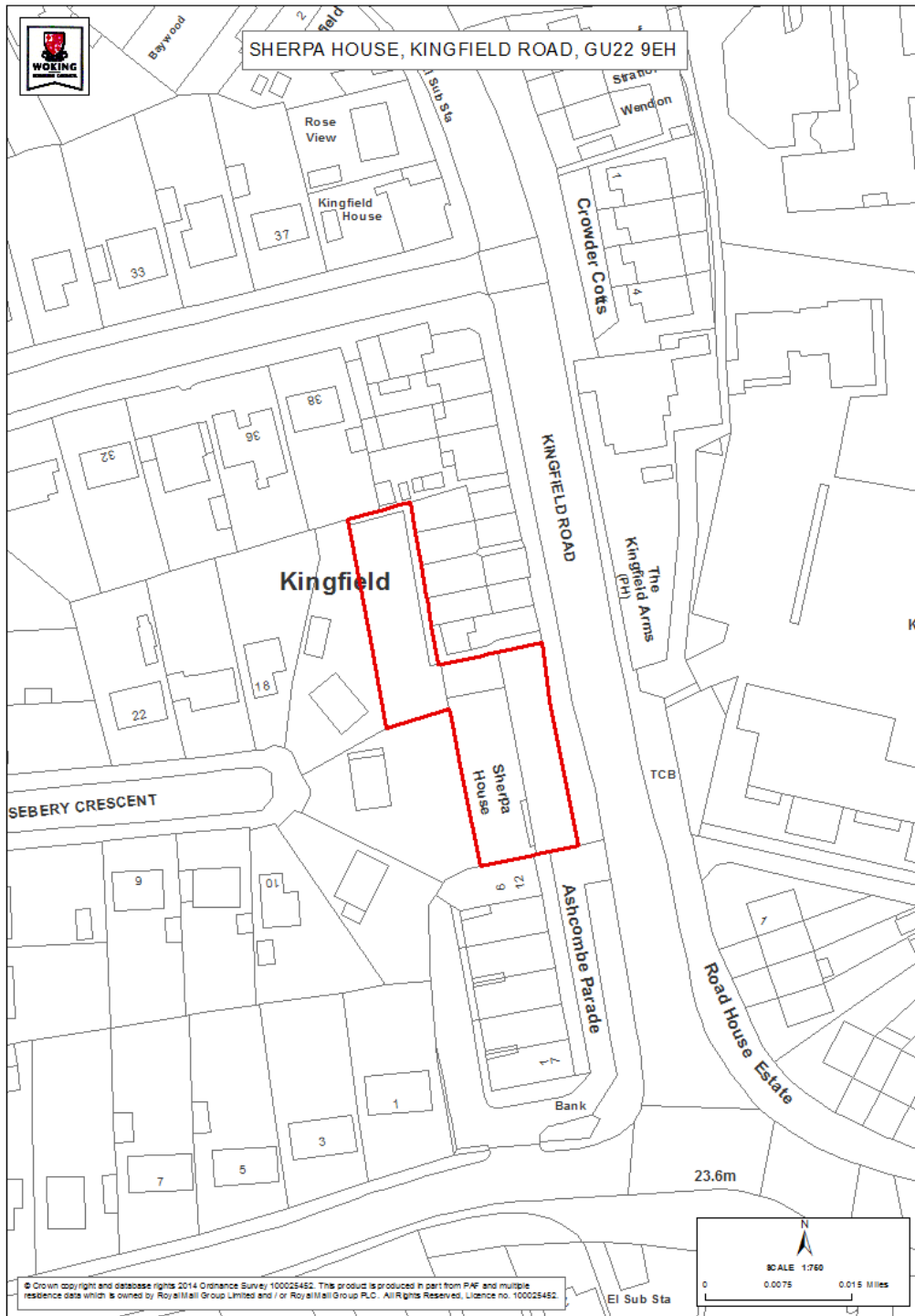
- The site is expected to come forward in the next 5 years;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW022)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Parking Standards SPD
- Character Study
- Certificate of Lawfulness application PLAN/2014/0880
- Planning permission PLAN/2008/0630

Proposal reference: UA31

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





Policy UA31: Sherpa House, Kingfield Road, Kingfield, GU22 9EH

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 30% to be provided in-situ;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph. Taking into account the mixed use nature of the development, a residential density of 20 dph is recommended for this

site;

- The development should make improvements to the quality of the public realm;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should ensure ample separation distances and be designed to avoid overlooking to neighbouring properties to the rear;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street, by retaining retail use at ground floor;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. In particular consider the impact of the proposed development on the residential properties to the rear of the site, to ensure no loss of privacy or overlooking;
- Suitable levels of private amenity space should be provided for residential housing units;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety;
- Servicing areas should be accommodated within the block;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

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

The adjacent properties are two storeys to the north and three storeys to south. They all comprise of retail ground floor use with residential accommodation above. The site is set back from the street and some car parking and improvements to the public realm could be incorporated into any proposed development. The site backs onto two storey residential houses and is in close proximity to the existing building. The site is considered suitable for a mixed use redevelopment retain retail use on the ground floor with residential above.

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

Delivery arrangements:

- The site is expected to come forward in the next 6-10 years;
- The landowner has been contacted.

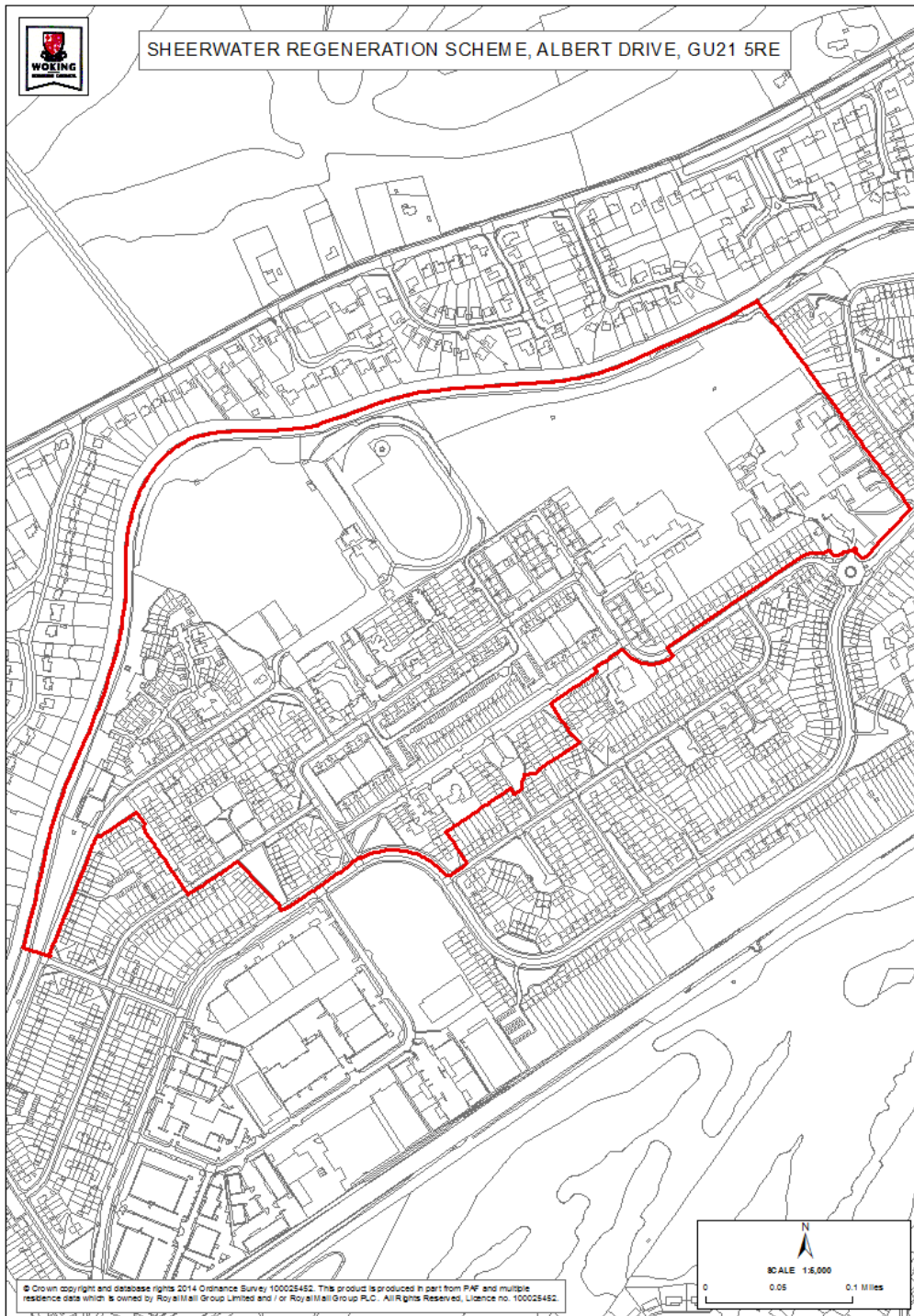
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW036)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Parking Standards SPD
- Character Study

Maybury Sheerwater

Proposal reference: UA32

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







Policy UA32: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE

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

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

- A masterplan approach will be required. This site should be comprehensively masterplanned due to its size, the complex nature of the development and to ensure an efficient, high quality development that integrates well with surrounding neighbourhoods. This will be a pre-requisite to the development of this site;
- A phasing strategy will need to be established to ensure existing Council tenants are re-housed before works take place and to deliver the required community facilities in line with the proposed residential development;
- Development proposals should promote a sense of place and help transform the image and identity of Sheerwater;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;

- Development will be expected to provide 50% Affordable Housing in situ that reflects the specific need for family accommodation (two or more bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Core Strategy Policy CS10 *Housing and distribution* provides an indicative density range for infill development within the rest of the urban area of 30-40 dph;
- Enhancement of public open space to make it more accessible to the existing and proposed residents. The open space should also be accessible to residents living outside of the regeneration area. The high quality of open space and play facilities will need to be considered to comply with Core Strategy Policy CS17; any loss of open space should be justified;
- Retention of the Athletics Track or to be relocated to an accessible location to allow effective public use. Any relocation should be a prerequisite to the development of the site;
- Improved club facilities for Sheerwater Football Club;
- Encourage the re-use of existing buildings where possible;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Development must carefully consider the Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- The development should include mitigation measures for noise and light pollution, particularly alongside the Basingstoke Canal Conservation Area and the Site of Special Scientific Interest (SSSI);
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site. Highway improvements may be required into and through the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved connectivity to open space and existing foot and cycle networks;
- Detailed surveys and studies to establish, and mitigation measures to protect, existing habitats;
- Public transport improvements to increase accessibility in and around the Sheerwater area;
- Servicing areas should be accommodated within each block;
- 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;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Remove or bury the overhead power lines;
- Development proposals in Flood Zones 2, 3a and 3b are required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation from all sources of flooding (Policy CS9 – Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to reduce the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Providing employment and training opportunities for local residents;
- Tackle social exclusion through improved community facilities;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Suitable levels of private amenity space should be provided for residential units;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The retail choice on offer within the proposed Sheerwater Neighbourhood Centre should meet the needs of local people and provide sufficient car and cycle parking to increase trade, protect local businesses and provide a complementary retail offer to the Asda supermarket on Albert Drive;
- The site has the potential to increase local permeability and a clear internal street network should be delivered including increasing pedestrian and cycle accessibility to the Canal towpath for health and recreational benefits;
- Community facilities should be provided on the site to meet local demand and comply with the Core Strategy.
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

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

The areas around Devonshire Avenue and Dartmouth Avenue in Sheerwater are identified as being within the 14% most deprived areas nationally, and the most deprived area in the county. It is also ranked as the most deprived area in the county for health deprivation and disability, income and employment, and ranked fourth in the county for education, skills and training levels.

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

A comprehensive redevelopment scheme for the site is currently being prepared. A planning application is expected to be submitted in 2015.

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

It is anticipated that a high density mixed use development of the site could yield at least 250 net additional dwellings, retail, leisure and community floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is within multiple land ownership. The Council is the majority land owner and will coordinate assembly of the remaining component parts;

- A phased development likely to take place due to the complex nature of the site. It is expected that the site would come forward for development during the next 6 – 10 years;
- The Council has taken an active interest in this site to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:

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



Policy UA33: 101-121 Chertsey Road, Woking, GU21 5BW

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 250 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;
- No net loss of office floorspace;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that

enhances the local and wider town centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care required in terms of the development's relationship with properties behind in Walton Road;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The building development scheme should consider local and long distance views of the development. The development will need to carefully consider the transition in building heights from the residential properties at Board School Road to the Town Centre schemes near the junction with Church Street East;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- Buildings should be of exceptional design quality;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);

- Servicing areas should be accommodated within the block;
- 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;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA38).

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

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

121 Chertsey Road was granted planning permission in 2010 for the erection of a part three and part six storey office building (PLAN/2010/0749). The development was not implemented and the site is now subject to a similar new proposal (PLAN/2014/1196).

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

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

Delivery arrangements:

- The majority of the land is available for development within the next 5 years (from 2013 – the agent has been contacted to confirm continued availability);

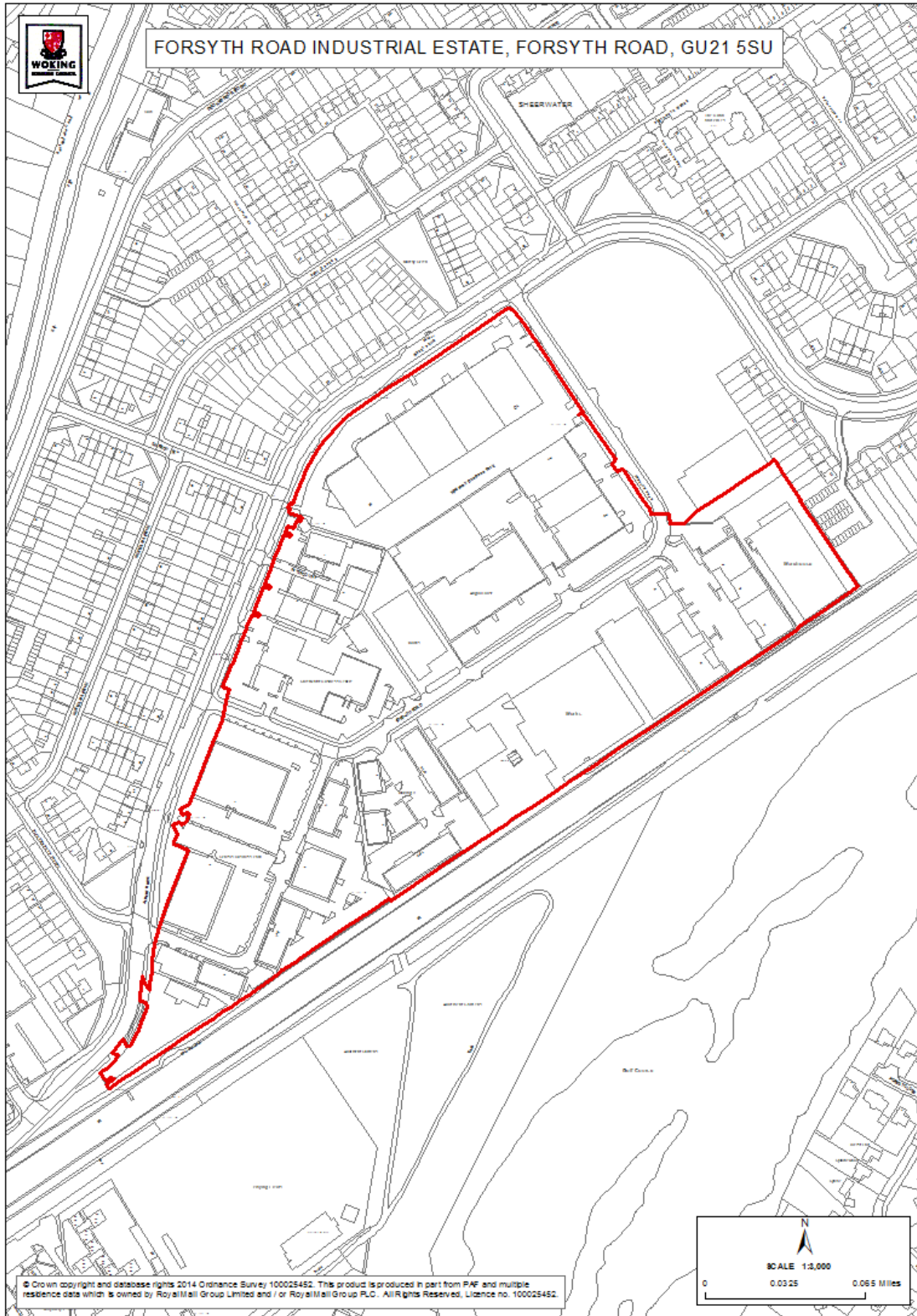
- The land is in multiple ownership. With earlier and unimplemented planning permissions on different elements of the site, it is considered that the landowners are willing to redevelop the site. The site is being promoted to the Council;
- Some of the offices are in use;
- Land assembly required by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

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS037)
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Planning permissions PLAN/2010/0749, PLAN/2008/0683 and PLAN/2012/0461

Proposal reference: UA34

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







Policy UA34: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

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

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

- High quality design that takes account of and seeks to character and appearance of the locality;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to avoid highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road / railway line the development may need to consider the impacts on noise and air quality and ensure mitigation measures are implemented;
- Potential for contamination arising from historic or existing use to be advised.
- Development to meet relevant Sustainable Drainage Systems requirements at the

time of planning application for the development of the site;

- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures.

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

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

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

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

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

It has been calculated that if all the existing office use on the estate were to change to alternative B2/B8, 12,000 sq.m of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sq.m B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.

Delivery arrangements:

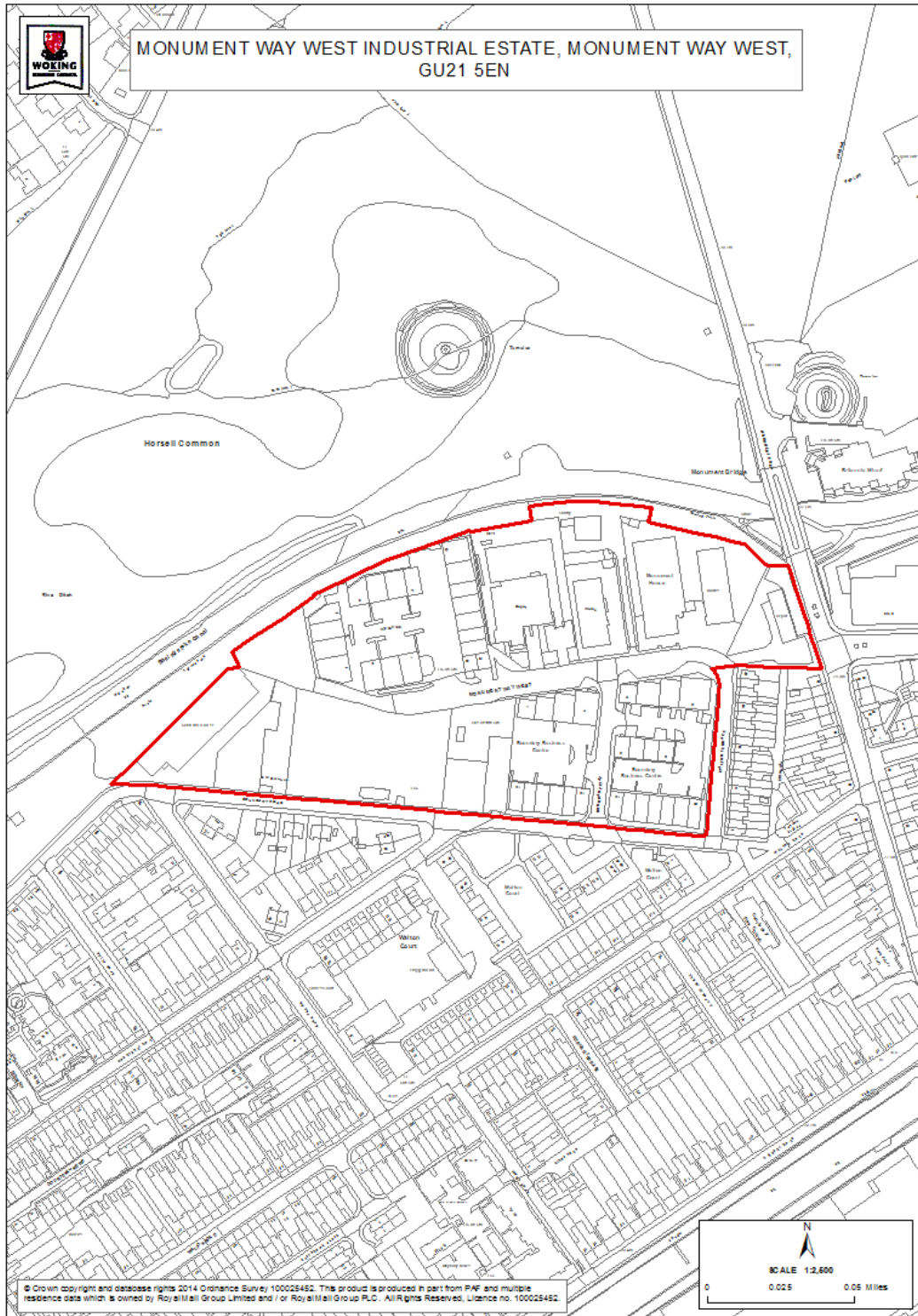
- It is expected that individual development opportunities will arise over the next 15 years;
- These will developer-led
- The landowner's agent has been contacted.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Character Study

Proposal reference: UA35

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







Policy UA35: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN

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

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Due to the proximity to the road and the mix of land uses within the allocated area, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised, however remediation likely to be necessary;
- High quality design that takes account of the character and appearance of the locality and the adjacent heritage asset;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account

the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to avoid highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the local area, including to the adjacent biodiversity sites;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- The site has the potential to increase local permeability and a clear internal street network should be delivered;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Undertake feasibility study for connection to CHP network for high energy uses.

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

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

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

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

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

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

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

Delivery arrangements:

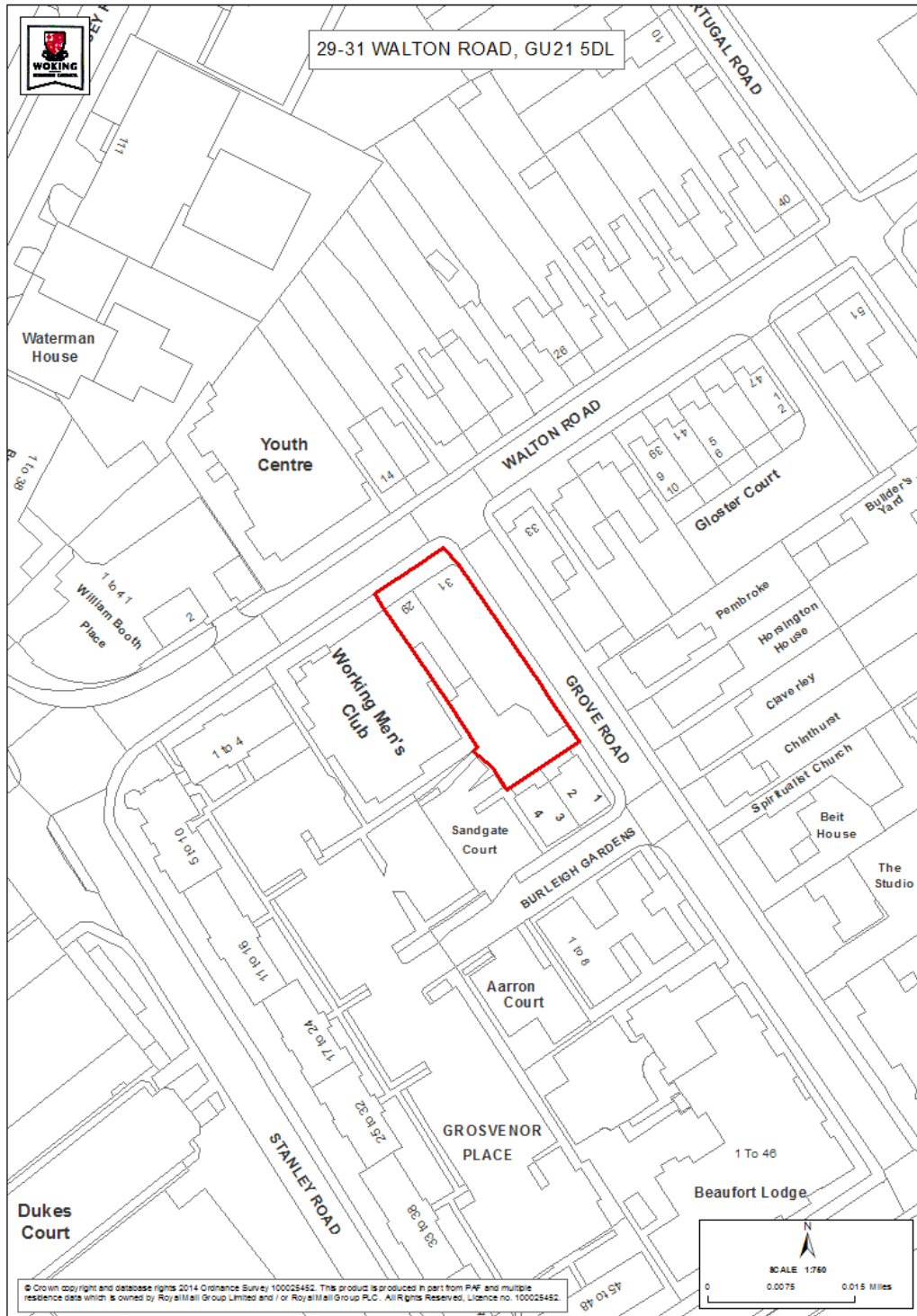
- The site is expected to come forward within the next 11-15 years;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership, some land assembly would be required.

Key evidence base:

- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Planning permission PLAN/2011/1197 Sheerwater link road (Phase 1).

Proposal reference: UA36

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





Policy UA36: 29-31 Walton Road, Woking, GU21 5DL

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

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

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

enhances the local and wider town centre character;

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in The development should make improvements to the quality of the public realm
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- Servicing areas should be accommodated within the block
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Neighbourhood Centre;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

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

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

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

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

Delivery arrangements:

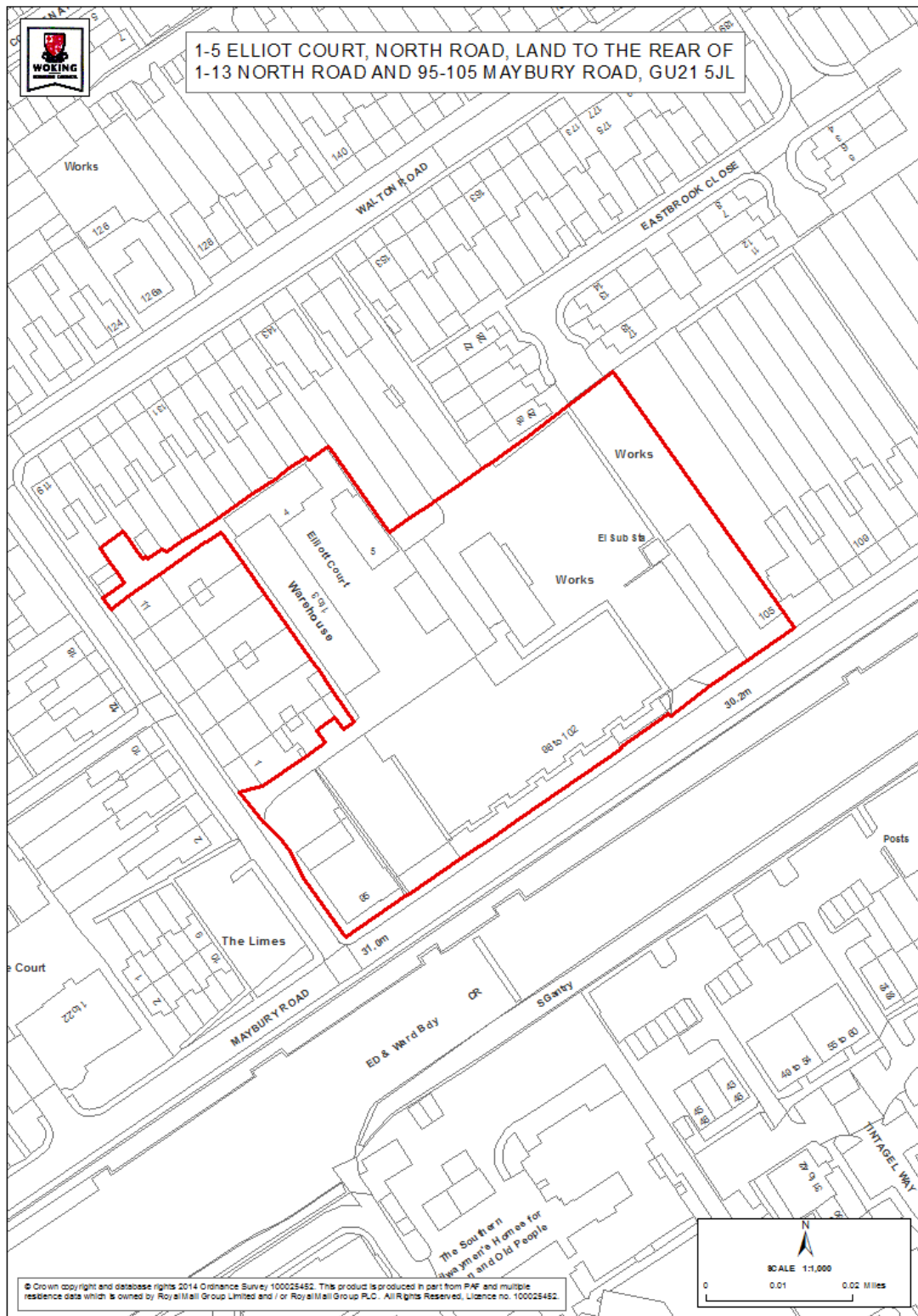
- The site is expected to come forward within the next 5 years;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS041)
- Planning permission (PLAN/2009/0281) (now expired)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Proposal reference: UA37

Site Address: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL





Policy UA37: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL

This 0.77 ha. site is allocated for mixed use residential, including Affordable Housing, and offices. Alternative employment use would be acceptable provided this meets the objectives of Policy CS5.

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

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 200 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre;
- The scale of the development should not detract from the general character and appearance of surrounding streets. The design of the development needs to provide a response to the predominantly low-rise adjacent properties;

- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the block
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential units
- Building footprints should not be oversized to reflect the character of the adjacent properties;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Borough;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the built up nature of the site, 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 to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: This site is located within the Maybury and Sheerwater Priority Place. It is located at the junction between North Road and Maybury Road and made up of a range of uses including office floorspace (B1a), fitness centre (D2), car parking, warehouse premises (B8) and a car washing and tyre fitting garage (Sui Generis).

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

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

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

It is anticipated that the site could yield at least 77 dwellings, with the re-provision of existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

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

Delivery arrangements:

- The site is expected to come forward within the next 6 - 10 years;
- The site is in multiple land ownership. Some but not all of the land is known to be available for residential development. Landowners have been contacted.
- Many of the existing premises on the site are in use;
- The owner of Elliot Court has previously submitted two planning applications for the redevelopment of the site for residential use;
- 1 to 5 Elliot Court, North Road (to the rear of numbers 1 to 13 North Road and including Elliot Court) is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS007)
- Employment Land Review
- Planning Application PLAN/2014/0289 and PLAN/2013/0484 (withdrawn)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Proposal reference: UA38

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





Policy UA38: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Re-provision of the existing community facility in an improved form;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 240 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre and location within the High Density Residential Area;
- The existing community facility will need to be provided to ensure the development complies with Core Strategy policy;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that

enhances the local character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Development will need to carefully consider the transition in building heights;
- The building development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should make improvements to the quality of the public realm;
- Suitable levels of private amenity space should be provided for residential units
- Servicing areas should be accommodated within the block;
- 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 site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to

the existing surface water flooding incidents recorded within the area;

- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward for development as part of any future development of adjacent 101-121 Chertsey Road site (Proposal Site UA33).

Reasoned justification: The site is located on Walton Road and is adjacent to both the Woking Town Centre boundary and the Walton Road Neighbourhood Centre. As the site is outside of both of these centres, it is not considered suitable for retail development.

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

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

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

Delivery arrangements:

- The site is expected to come forward within the next 6 – 10 years;
- The site is owned by Surrey County Council, which is currently considering its plans for the building. Residential redevelopment is one of a number of options but would require relocation or re-provision of the existing community use.

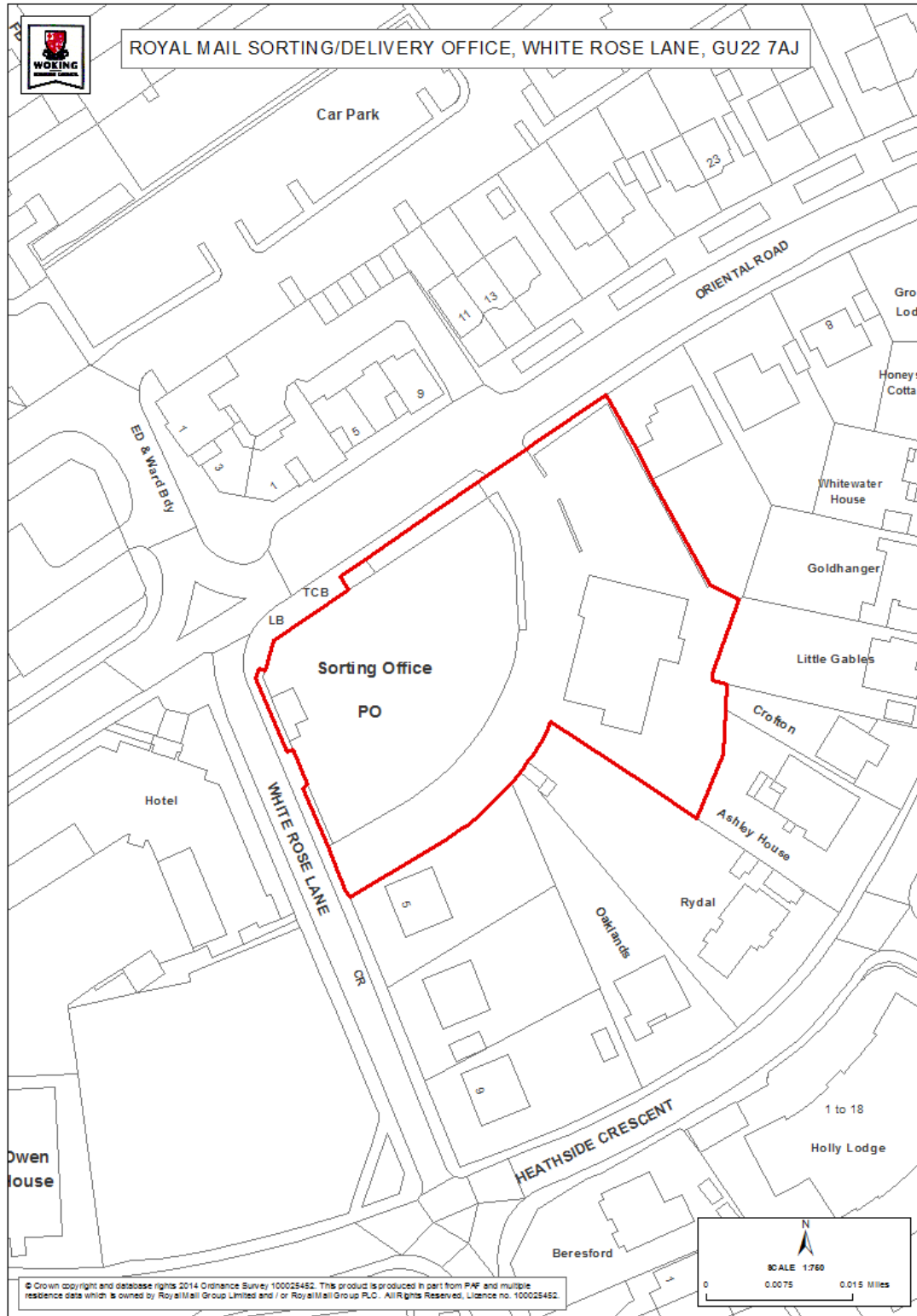
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS039)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study

Mount Hermon East

Proposal reference: UA39

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





Policy UA39: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ

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

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

- Relocation of the existing Royal Mail sorting/delivery office would be a pre-requisite of the development;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in situ;
- A density in excess of 200 dph is recommended. This is the indicative minimum density established in Core Strategy Policy CS10 – *Housing provision and distribution* for Town Centre locations;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;
- Building heights should consider the local and wider Town Centre context whilst

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

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Development should be designed to respect the amenity of neighbouring properties to the south and east;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre. Opportunity to address deficiencies in greenspace by providing a range of residents' private and communal open spaces;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

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

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

Delivery arrangements:

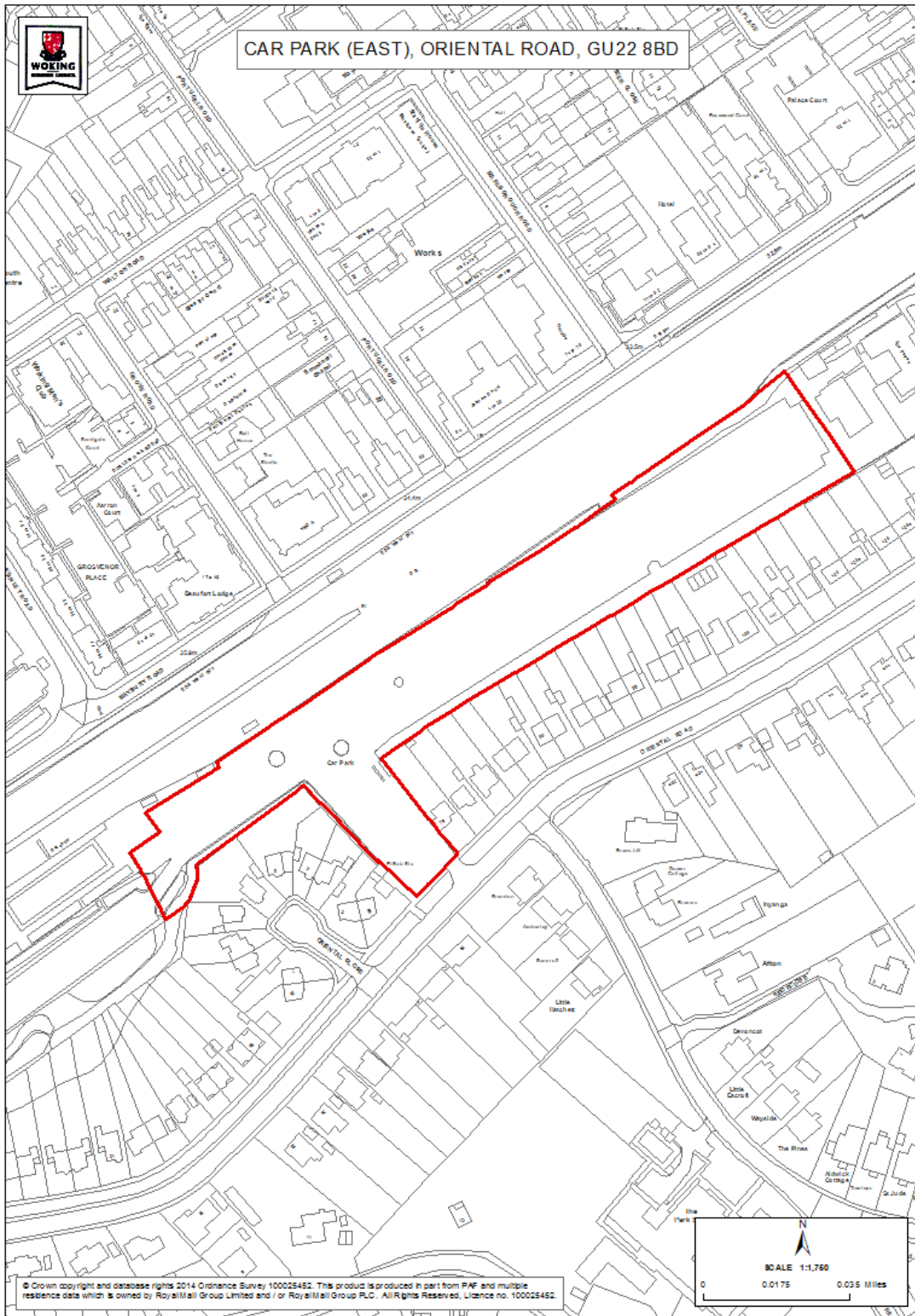
- The site is expected to come forward within the next 6 – 10 years;
- The site was put forward for consideration by the Council by the landowner's representative;
- The site is in single ownership and is available subject to relocation of the existing use.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHE014)
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA40

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







Policy UA40: Car Park (east), Oriental Road, Woking, GU22 8BD

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

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

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

properties to the south and with overall townscape, in terms of building heights;

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

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

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

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

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

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

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

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

Delivery arrangements:

- The site is expected to come forward within the next 11 – 15 years;
- The land is not known to be available for residential development immediately, although there has been earlier interest in redevelopment of the land;
- The landowner has been contacted.

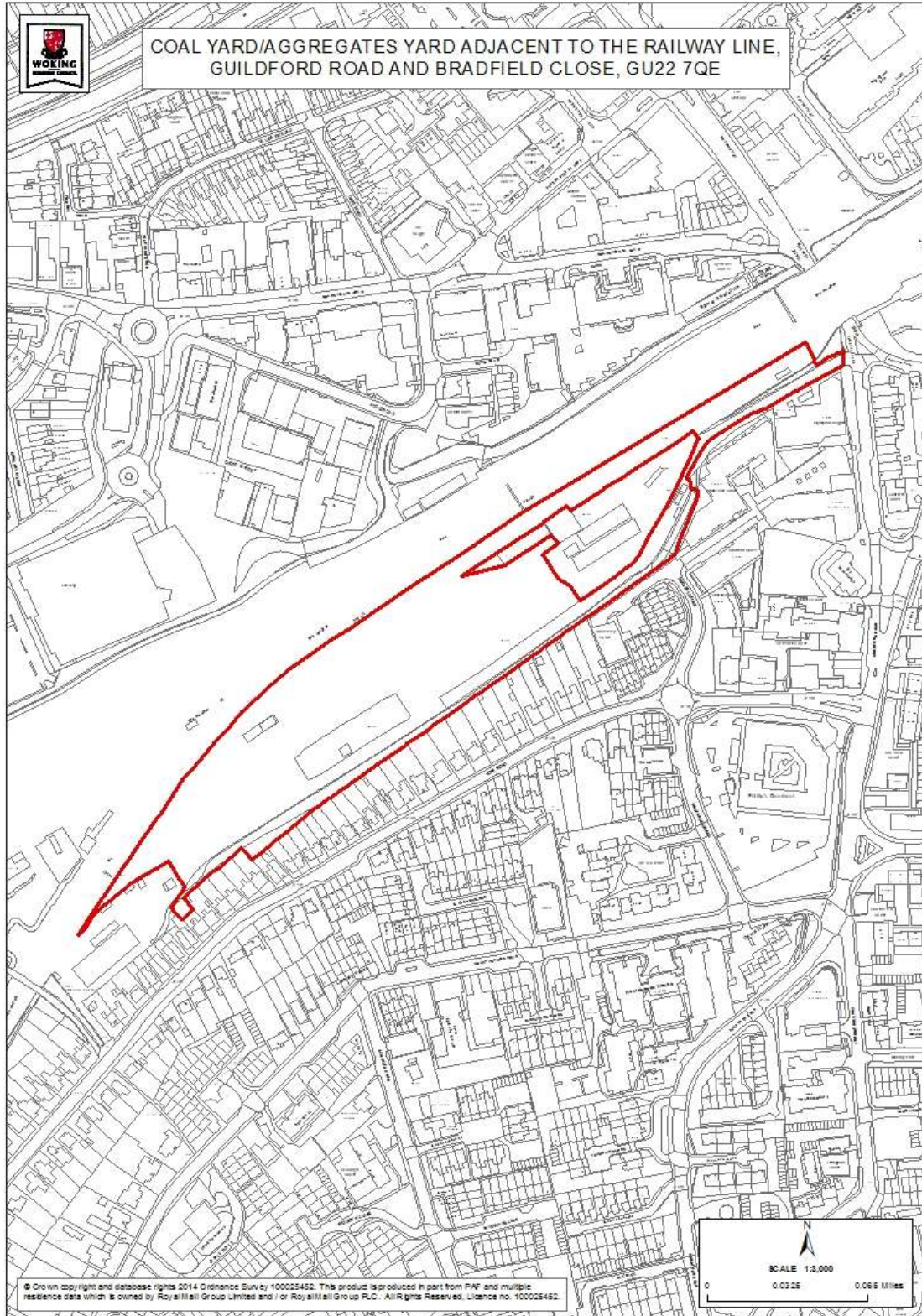
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHE011)
- Core Strategy examination note WBC17A
- Local Plan 1999
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Strategy (draft)
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Mount Hermon West

Proposal reference: UA41

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





Policy UA41: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE

This 2.11 ha. site is allocated for residential, including Affordable Housing, development.

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

- Relocation of the existing minerals aggregate use within the Borough would be an essential pre-requisite to development of this site. Options for the relocation of the existing minerals site would need to be considered;
- 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 (as the site is considered greenfield, in the absence of permanent buildings);
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Design of development to carefully consider the adjacent Grade II Listed heritage asset and Mount Hermon Conservation Area;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed Combined Heat and Power network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved (subject to physical barriers such as the railway line);
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development should have regard to the operational requirements within site and on adjacent land
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

This site is currently used as an aggregates yard adjacent to the railway station with associated operational buildings, and is privately owned by Network Rail. Redevelopment of the yard would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land - and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops. Redevelopment of the site would provide an opportunity to extinguish a use that has previously given rise to amenity problems and is arguably a more efficient use of a town centre site.

The site is however subject to a policy restriction, the land is designated as a minerals site in the Surrey Minerals Plan. Options for the relocation of the existing minerals site would need to be considered, together with the creation of a suitable access. Surrey County Council (Minerals Planning Authority) would strongly resist the loss of this depot capacity without

suitable alternative and equivalent re-provision of this rail depot capacity elsewhere, as Surrey increasingly relies on aggregate imports by rail.

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

It is anticipated that the site could yield at least 422 dwellings (at 200 dph).

Delivery arrangements:

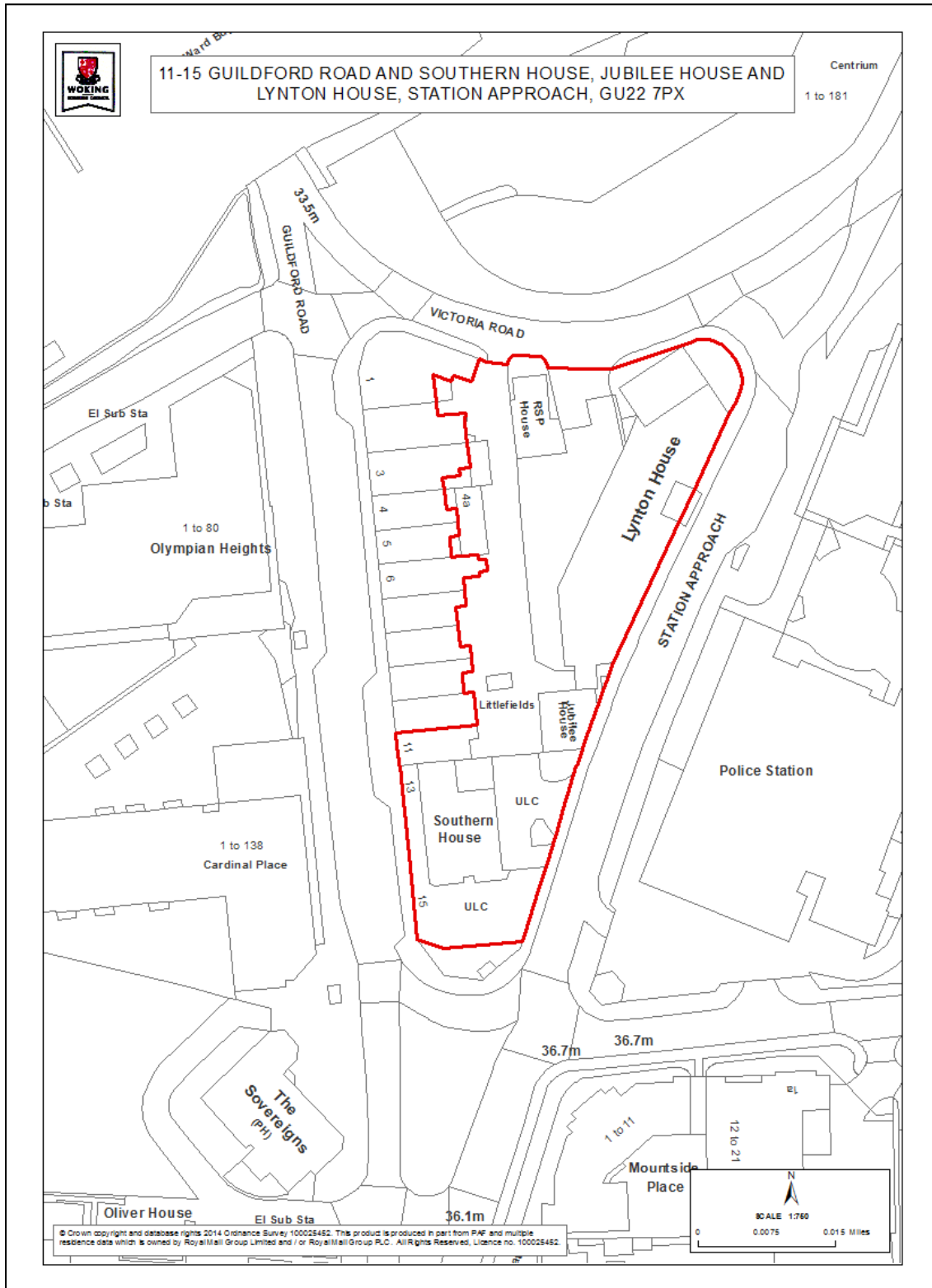
- The site is expected to come forward within the next 11 – 15 years, subject to relocation of the existing occupier to a suitable alternative (having regard to the requirements of the Surrey Minerals Plan);
- The site is available for residential development. The land is available, subject to relocation of the existing use;
- Development could be phased to help to facilitate relocation.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW014)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Strategy (draft)
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA42

Site address: 11-15 Guildford Road, Southern House, Jubilee House, Lynton House, Station Approach, Woking, GU22 7PX





Policy UA42: 11-15 Guildford Road, Southern House, Jubilee House, Lynton House, Station Approach, Woking, GU22 7PX

This 0.44ha site is allocated for a mixed use development to comprise of residential, including Affordable Housing, offices and retail development.

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;
- Protect and enhance the setting of Locally Listed properties 1 to 10 Guildford Road;
- 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 40% to be provided in situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to two storey on Guildford Road and Station Approach;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from

Guildford Road;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). The site lies within the Woking High Accessibility Zone parking;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the block;
- Suitable levels of private amenity space should be provided for residential units;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The 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;
- Development must carefully consider the Locally Listed Buildings adjoining the site, to ensure there is no significant adverse impacts on the heritage assets;
- The topography of the site should be taken into consideration;
- 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 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 building development scheme should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: The 0.45ha site is located within Woking Town Centre and is a positioned at a gateway location as you enter the Town Centre from the south of the Borough.

The site is triangular in shape and made up of a wide range of land uses and properties types. The buildings along Guildford Road are three storeys with ground floor retail and two storeys residential above. Properties 1 to 10 are Locally Listed buildings and within the Guildford Road Shopping Parade, these buildings should be retained and their setting protected and enhanced by any redevelopment of the rest of this island block. These properties are adjacent to the New Central mixed use development which is significantly taller and bulkier. Guildford Road is a major road into the Town Centre and suffers from heavy congestion at peak times. This is mainly due to the pinch-point in the road at Victoria Arch which is allocated as a future major infrastructure project.

The corner of Guildford Road and Station Approach is a gateway building into the Town Centre. The existing building on the site is an outdated four storey office building and car parking above retail units. This southern corner of the site should contribute towards enhancing the gateway and provide an attractive welcome into the Town Centre from the south of the Borough. The Sovereigns Public House on the adjacent side of Guildford Road is Locally Listed and any redevelopment of this gateway site must protect and enhance the listed building.

The eastern edge of the site is made up of two modern three storey office buildings. Lynton House in particular has a significant frontage onto Station Approach. Due to the design of the building, the frontage is not active with the street and generally has negative impact on the overall street scene. The northern edge of the building is four storey due to the change in ground level at this section of the site. The Police Station on the adjacent side of Station Approach is Locally Listed and any redevelopment of the buildings along Station Approach must protect and enhance this listed building.

RSP House on Victoria Road along the northern edge of the site boundary is a detached two/three storey office building. It is comparatively small in size compared to Southern House and Lynton House.

The centre of the site is made up of basement and podium car parking and servicing areas. The site is not level and there is a downward slope moving away from the Town Centre. Any proposed development would need to take the topography of the site into consideration.

The site overall is constrained by the shape of the plot, the congested roads on all three sides of the site and the locally listed buildings that are within the site boundary. Any redevelopment of the site will need to take these factors into consideration in the design of the scheme as well as be designed within the immediate and Town Centre local context.

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

The site has excellent accessibility to key local services and public transport. It is therefore considered suitable for a mixed use high density scheme. It is anticipated that the site could yield at least 90 dwellings, additional retail floorspace on the ground floor and 1000 sq.m net additional (4000 sq.m gross) office floorspace. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

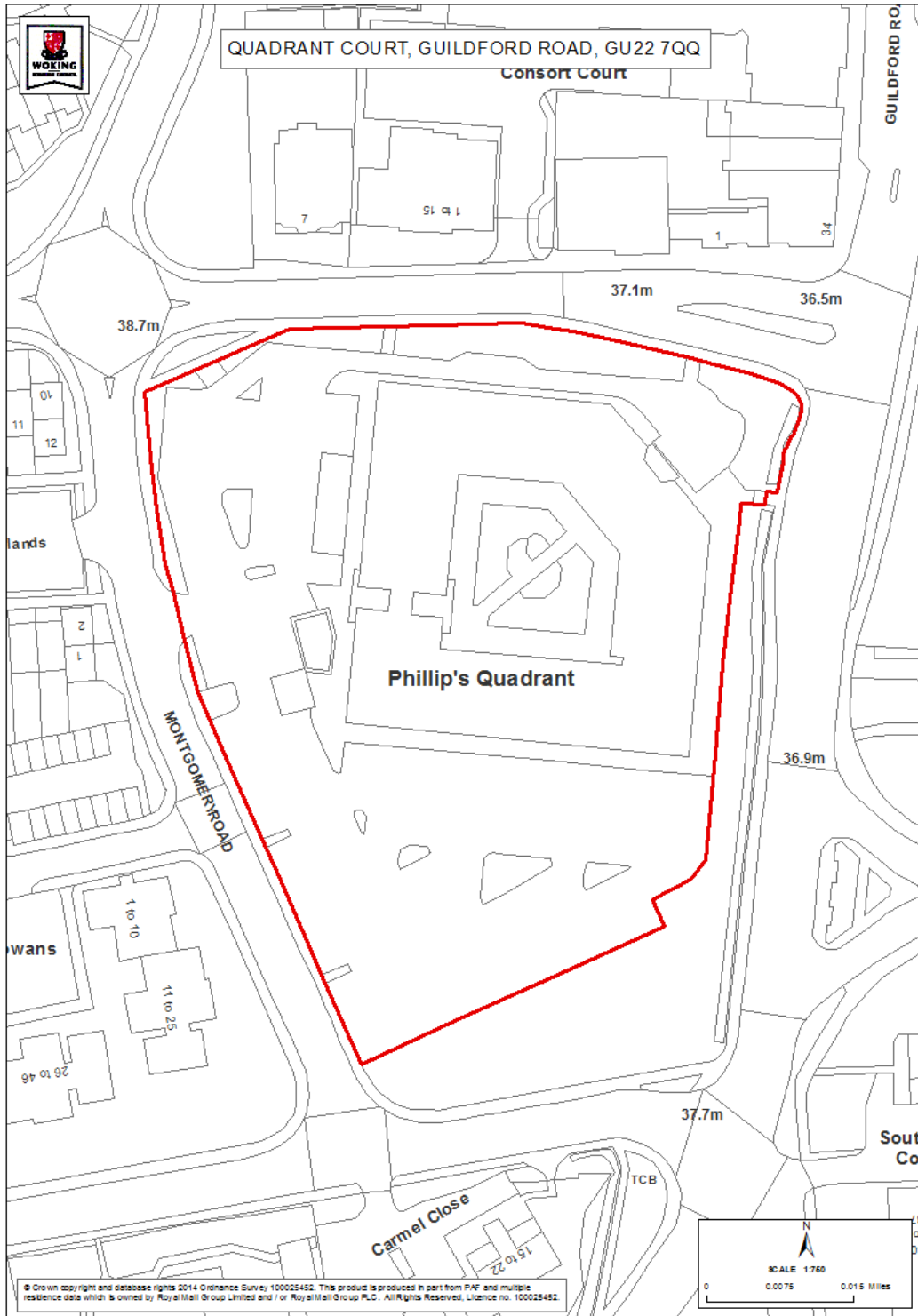
- It is expected that the site would come forward for development during the next 11-15 years;
- This would be as a developer-led scheme;
- The site is in multiple ownership and site assembly may be complex.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW029)
- 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
- Character Study
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA43

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





Policy UA43: Quadrant Court, Guildford Road, Woking, GU22 7QQ

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

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

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The building development scheme should consider local and long distance views of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). The site lies within the Woking High Accessibility Zone parking;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect amenity;

- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

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

Delivery arrangements:

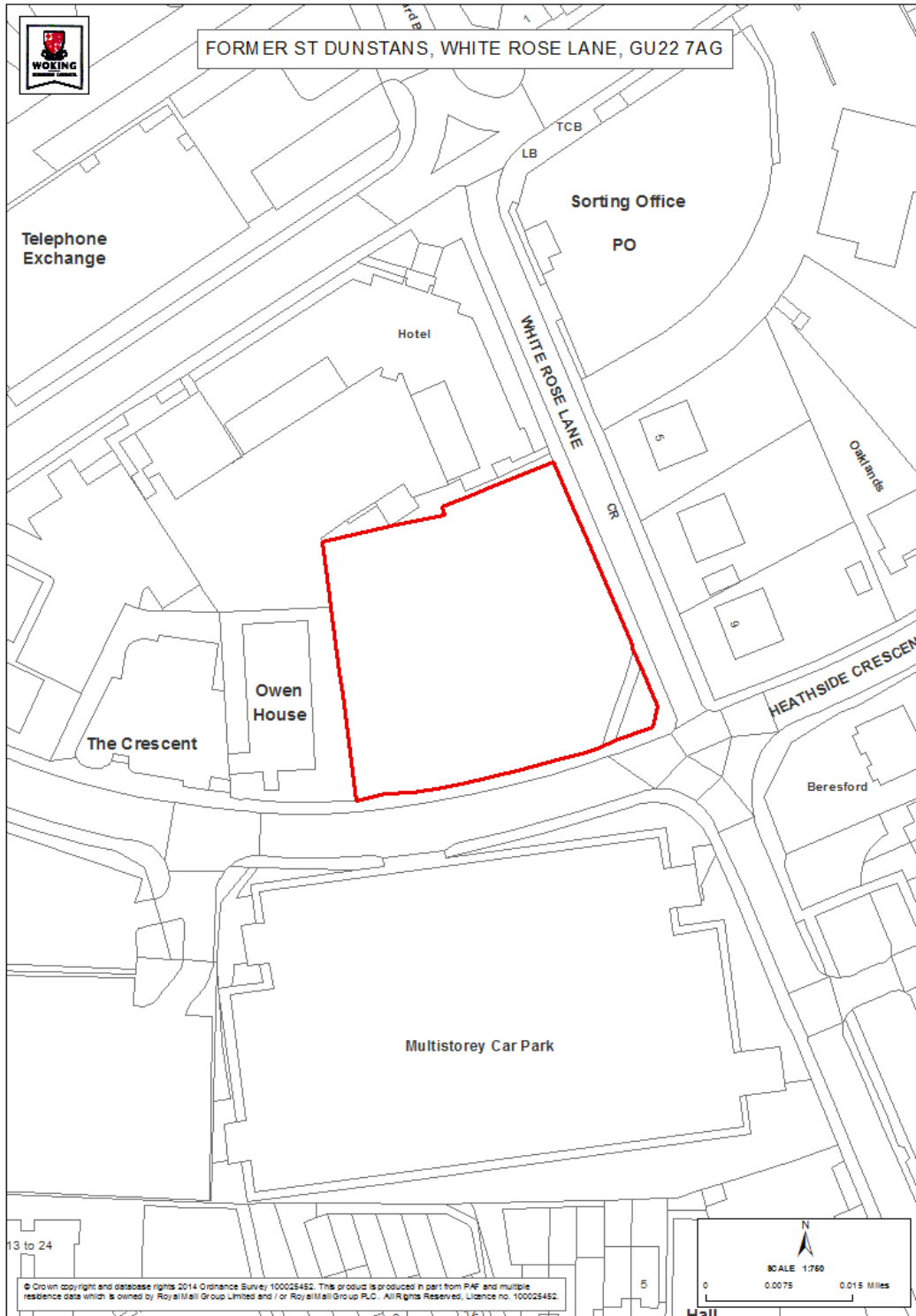
- The site is expected to come forward within the next 11 – 15 years, subject to the views of the landowner.
- The land owner, Surrey County Council, has been contacted.

Key evidence base:

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

Proposal reference: UA44

Site address: Former St Dunstons, White Rose Lane, Woking, GU22 7AG





Policy UA44: Former St Dunstons, White Rose Lane, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA44, UA45 and UA46);
- 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;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- 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;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and the design of the development will need to provide an intelligent response to the predominantly low-rise adjacent properties on White Rose Lane;
- The building development scheme should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- The development should make improvements to the quality of the public realm;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;

- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the block;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- 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;
- This site is not considered a gateway into the Town Centre and this has been supported by the Inspectors Report from PLAN/2009/0934, which is a material consideration in the determination of future planning application;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: This vacant site is located within Woking Town Centre. It currently has unimplemented outline planning permission for 91 flats, 161 sq.m of A1 retail floorspace, amenity space and basement car parking (PLAN/2012/0063). This is to take the form of a 7-11 storey building. The site is within a short walk of Woking Railway Station and has excellent accessibility to local services and facilities.

The site is at the junction of White Rose Lane and Heathside Crescent and is roughly rectangular in shape. The residential properties along White Rose Lane are two storeys in height and reflect a more suburban character, despite their close proximity to Woking Town Centre. Any proposed development on the site must provide take the local as well as Town Centre context into account in the design of the scheme. The hotel to the north of the site is three to four storeys in height and any development of the site should take the height of this building into consideration and achieve the required separation distances as set out in the Outlook, Amenity, Privacy and Daylight SPD.

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 adjacent residential properties as well as improve the active frontage along Heathside Crescent and White Rose Lane.

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

Based on the existing planning permission, it is anticipated that the site could yield 91 dwellings and 161 sq.m retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

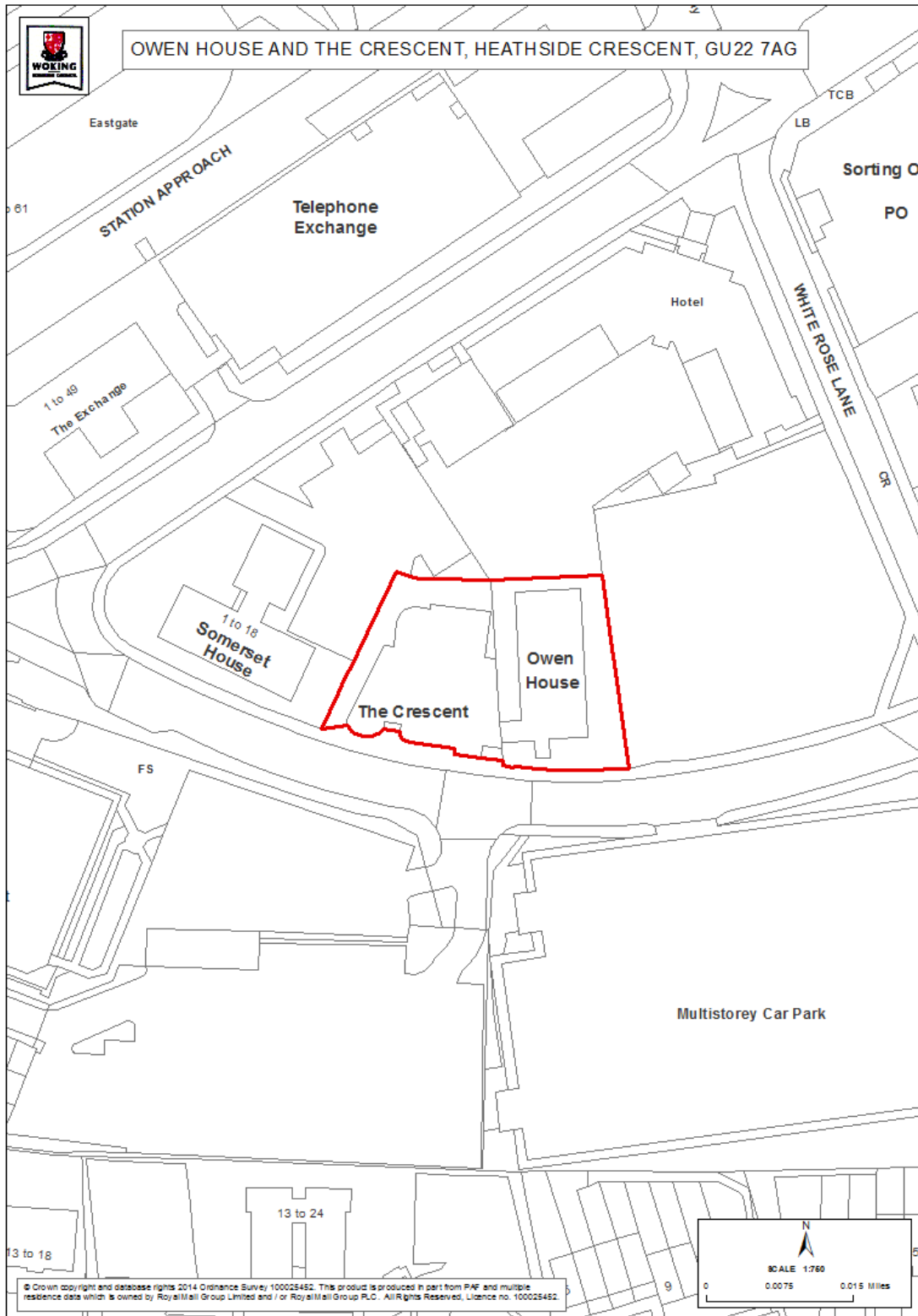
- The site is expected to come forward within the next 6-10 years;
- The land owner has been contacted;
- The land is in single ownership and is available.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW030)
- Core Strategy examination note WBC17A
- Planning Applications PLAN/2009/0934, PLAN/2011/0371 and PLAN/2012/0063
- 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
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA45

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





Policy UA45: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA44 and UA46);
- 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 40% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Particular care required in terms of with building heights - building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the 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;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and this should be reflected in the design of the building;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the block;
- Suitable levels of private amenity space should be provided for residential units;
- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- 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;
- Development should carefully consider the topography of the site and its height in

relation to the local and wider context;

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

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

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

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

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

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

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

Delivery arrangements:

- The site is expected to come forward within the next 6-10 years;
- The land owner has been contacted;
- The site is in multiple ownership and some land assembly will be required. The Crescent is known to be available in the next five years.

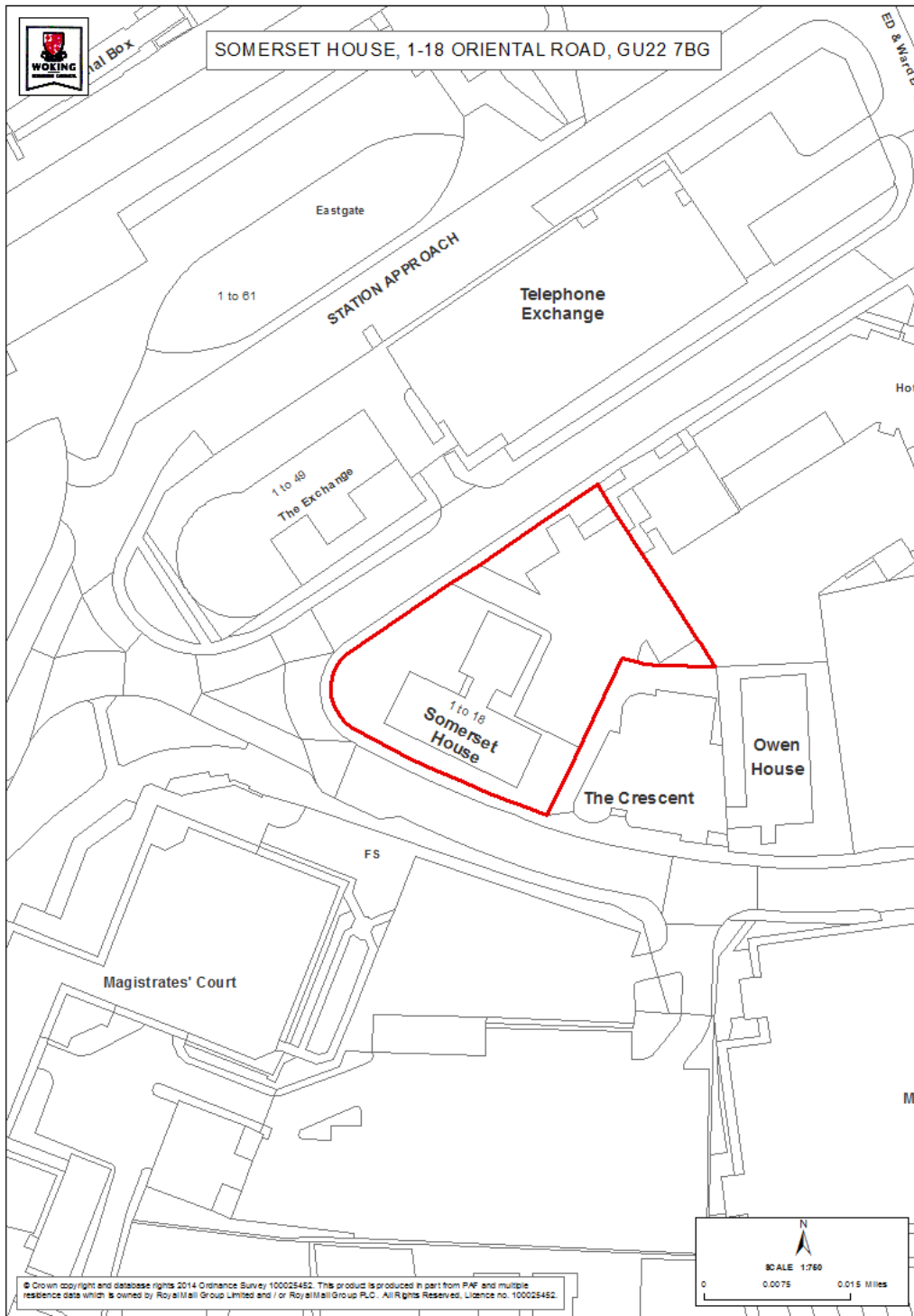
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW0031)
- Core Strategy examination note WBC17A

- 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
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA46

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





Policy UA46: Somerset House, Heathside Crescent, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA44, UA45 and UA46);
- 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 30% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Design of development to take into account prominent corner position and enhance townscape;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the 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;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The site is located on a prominent corner within the Town Centre. Any development on this site would need to be of exceptional design;
- A development scheme should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved provision for cycling infrastructure;
- Servicing areas should be accommodated within the block;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre;
- 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;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

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

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

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

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

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

Delivery arrangements:

- The site could potentially to come forward within the next 6-10 years, if incorporated within the wider development of adjacent sites.

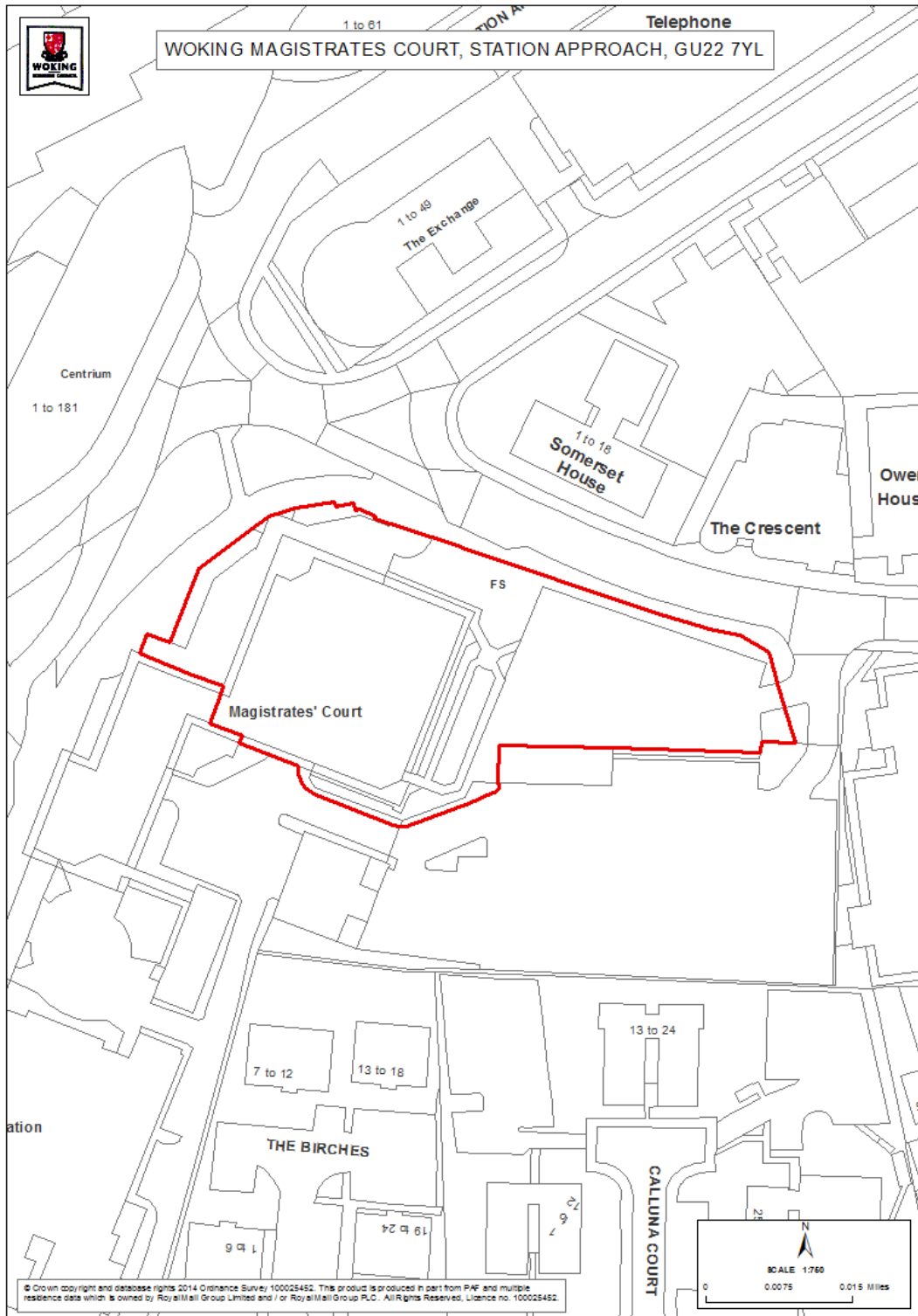
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW051)
- 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
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA47

Site address: Woking Coroner's Court (former Magistrate's Court), Station Approach, Woking, GU22 7YL





Policy UA47: Woking Coroner’s Court (former Magistrate’s Court), Station Approach, Woking, GU22 7YL

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

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

- The relocation of the existing Court to a suitable alternative location is an essential prerequisite of development of this site, unless the Court can be re-provided within the new building;
- 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;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. A height of around 12 storeys is recommended, taking into account the existing site context and topography;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Development must carefully consider the listed building to the south of the site ensure there is no significant adverse impacts on the heritage asset;
- A development scheme should consider local and long distance views 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;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Any buildings in this prominent Town Centre location should be of exceptional design quality;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

Reasoned justification: This 0.32ha site is located within Woking Town Centre. It is located at the corner of Heathside Crescent and Station Approach and is a significant corner plot in a dominant position.

The Magistrates Court closed in 2011 and is under redevelopment to be converted into a Coroners' Court (*sui generis*), however the site may become available for redevelopment in the long term, subject to a suitable alternative location being found for the Court or this being re-provided within the new building.

The existing building is made up of a one and two storey building, with car parking to rear. The site is at the bottom of a slope that runs down Heathside Crescent and any redevelopment of the site would need to take the topography of the land into consideration.

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

It is anticipated that the site could yield at least 48 dwellings, 2000 sq.m net additional office floorspace and re-provision of the Court (unless a suitable alternative location is identified). This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is considered to have potential to come forward in the next 11-15 years;
- The Magistrates Court closed in 2011 and has been converted into a Coroners' Court; however the site may become available for redevelopment in the medium to long-term, subject to a suitable alternative location being found for the Corners' Court or this being re-provided within the new building.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW043)
- Core Strategy examination note WBC17A Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- 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
- Climate Change and Decentralised, Renewable and Low Carbon Energy

St John's Hook Heath

Proposal reference: UA48

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





Policy UA48: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- A density of at least 30-60 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Local Centres;
- Development must carefully consider the St Johns Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- Loss of buildings within the Conservation Area would need to be justified although the building is not considered to contribute to character or appearance of conservation area;
- Potential to provide a three storey flatted development at junction of site lowering to two storeys to provide transition with adjacent residential properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to

allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Local Centre;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be necessary;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6-10 years;
- The land is likely to become available within the next five years.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAASJHH011)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
- Character Study

West Byfleet

Proposal reference: UA49

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





Policy UA49: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW

This 4.82 ha. site is allocated for industrial use.

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

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

site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
- The proposed development should pay due regard to the size, scale and massing of adjacent employment buildings in its design;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- 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;
- Due to the proximity to the Rive Ditch and Basingstoke Canal, the development would need to consider the impacts on water contamination during and post construction;
- The site will require substantial levelling to bring the ground level to an accessible and developable height and gradient;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- The proposed development should avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, lights or other releases.
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Appropriate landscaping should be provided,
- Undertake feasibility study for connection to CHP network for high energy uses.

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

Due to the previous use of the site, there are likely to be significant contamination issues. An employment use on the site would make best use of this previously developed land in a sustainable location. It would also improve the vibrancy and viability of the adjacent Camphill Industrial Estate.

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

Delivery arrangements:

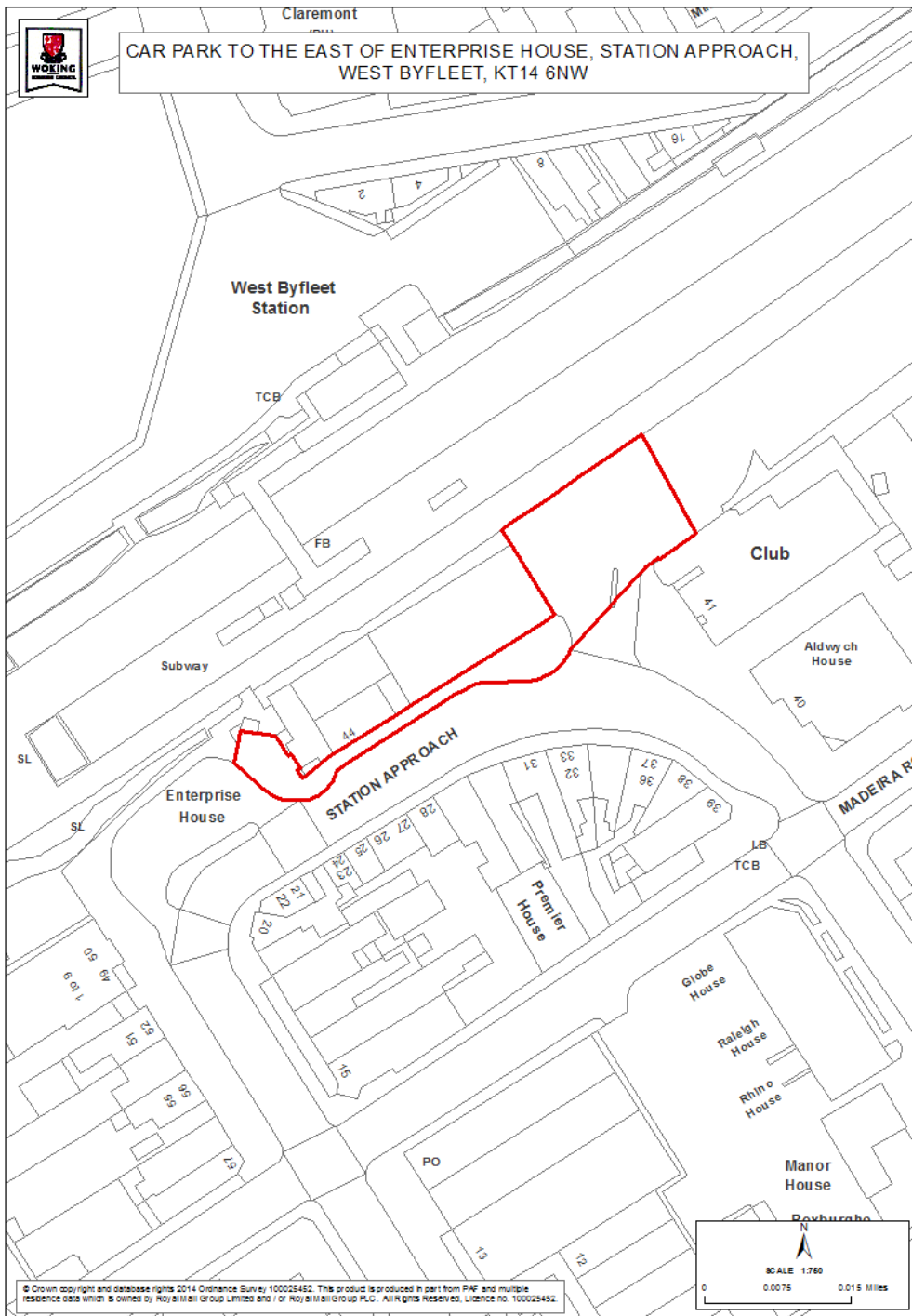
- It is expected that the site would come forward for development during the next 11-15 years.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB003)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD

Proposal reference: UA50

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





Policy UA50: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- A density of 50-100 dph is the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in West Byfleet District Centre, however a higher density is suitable on this site given its highly sustainable location;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- 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 site is adjacent to two Conservation Areas as well as statutory and locally listed buildings. Development must ensure there is no significant adverse impacts on heritage assets;
- Building heights should respect the character of the Station Approach and Rosemount Parade Conservation Areas as well as the wider character of West Byfleet;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the District Centre;
- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;
- Due to the proximity to the road / railway line the development would need to

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

- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

Planning permission was granted subject to a legal agreement for 12 flats above retail units in 2007. Although this permission has expired, the principle for development of this kind has already been accepted.

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

Delivery arrangements:

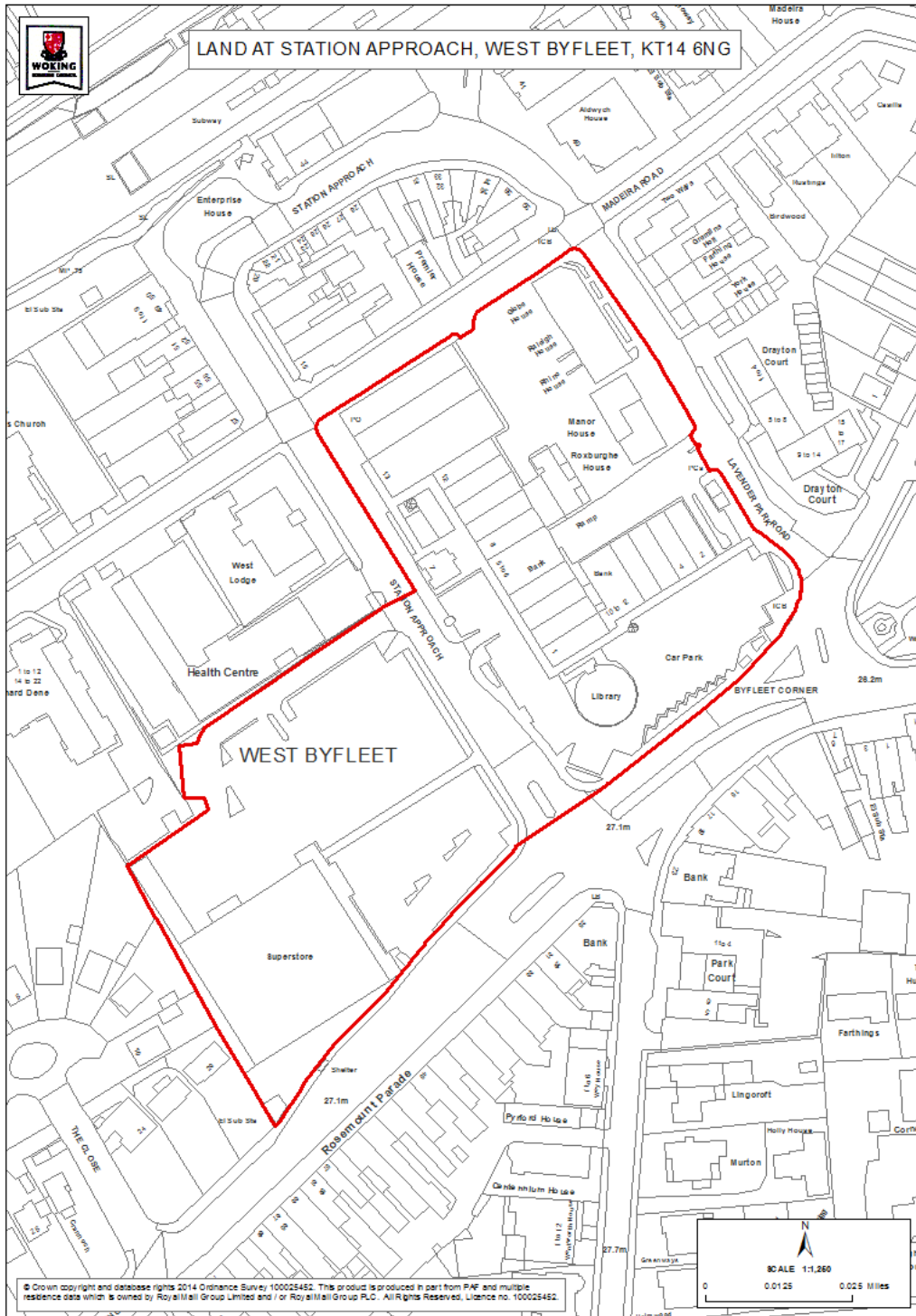
- The site is expected to come forward within the next 5 years;
- The land is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB014)
- 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
- Planning permission PLAN/2011/0945

Proposal reference: UA51

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







Policy UA51: Land at Station Approach, West Byfleet, KT14 6NG

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

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Existing office floorspace to be re-provided within any redevelopment scheme;
- New Waitrose store to be provided within any redevelopment scheme;
- Retain or provide new library within any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- A comprehensive redevelopment of the site would maximise the opportunities to enhance the centre of West Byfleet;
- A density of 50-100 dph is the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in West Byfleet District

Centre, however a comprehensive scheme to redevelop an existing developed site in a highly sustainable location such as this would warrant a higher density to ensure viability and efficient use of land;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). Car parking provision should not be reduced and suitable provision for cycle parking should be provided;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- 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;
- Servicing areas should be accommodated within the block;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure

within the District Centre;

- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;
- Development must carefully consider the adjacent Statutory and Locally Listed Buildings and Conservation Areas (Station Approach and Rosemount Parade Conservation Area), to ensure there is no significant adverse impacts on the heritage assets;
- The development should make improvements to the quality of the public realm;
- Suitable levels of private amenity space should be provided for residential units
- The site should contribute towards improving biodiversity and green infrastructure within the district centre
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site has the opportunity to improve pedestrian connectivity within West Byfleet and better connect the greenspaces in the district centre;
- Building heights should respect the character of the s as well as the wider character of West Byfleet;
- New development should include street trees and planting to maintain the area's strong green character;
- The building development scheme should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

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

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

These are located at the main junction of Old Woking Road, Parvis Road, Station Approach and Pyrford Road. This is also within walking distance of West Byfleet Railway Station, bus stops and several community facilities including West Byfleet Health Centre and West Byfleet Junior and Infant Schools. The Station Approach and Rosemount Parade Conservation Areas are located to the north and south.

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

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

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

Delivery arrangements:

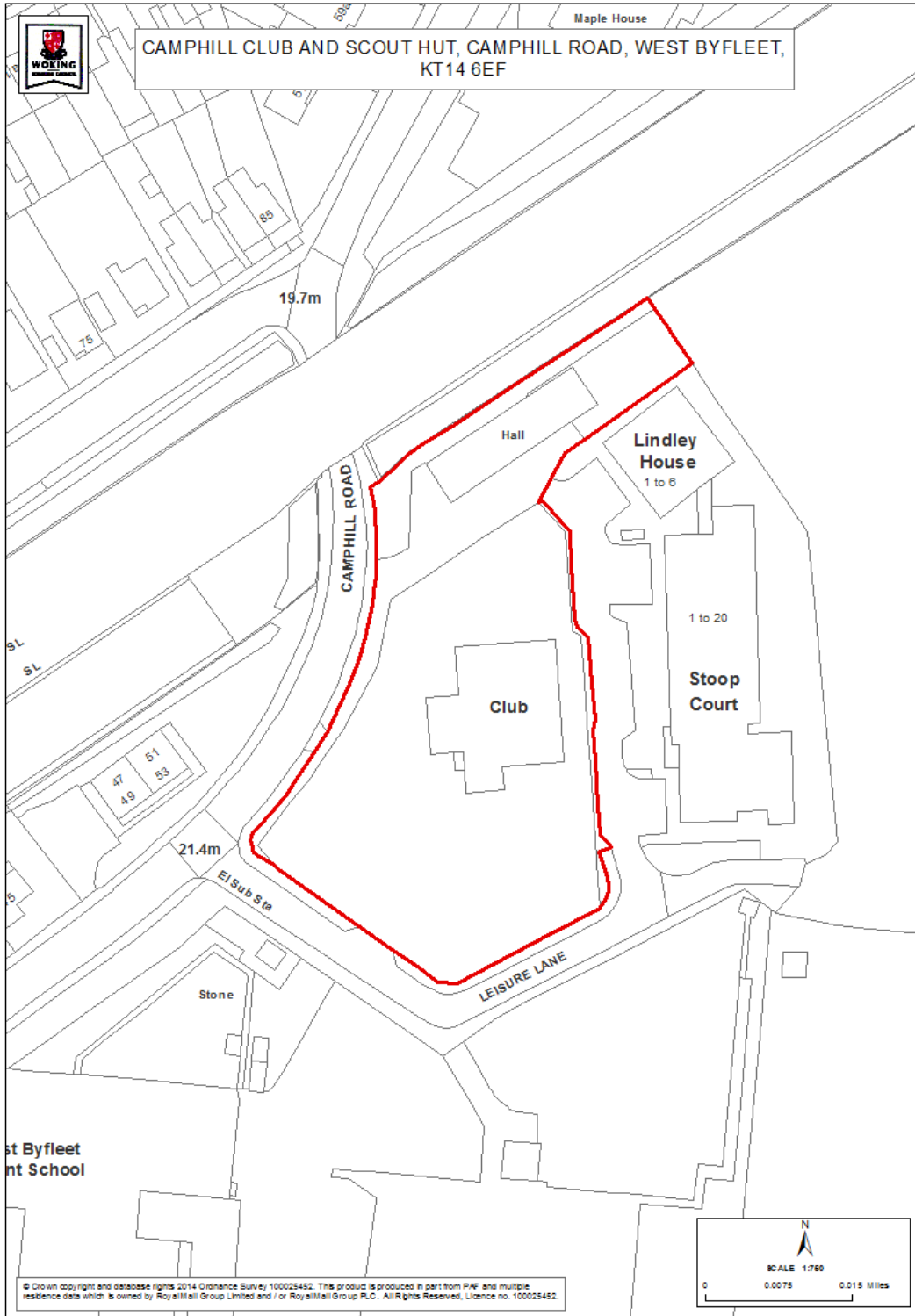
- The site is expected to come forward within the next 11-15 years;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Landowners have been contacted to establish when the land may become available.
- The Sheer House site is currently for sale therefore the potential timescale for redevelopment is unknown;
- Roxburghe House is known to be available in the next five years;
- Two phase approach anticipated.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB023)
- 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

Proposal reference: UA52

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





Policy UA52: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF

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

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

- Re-provision of the existing community facilities on site as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- A density of at least 30-40 dph is the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in the rest of the urban area;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Appropriate and adequate provision of car and cycle parking that takes into account

the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)

- Minor highway improvements may be required at the junction of the site with Camphill Road;
- An effective access arrangement to ensure highway safety;
- The development should retain any trees of amenity value and protected trees (Tree Preservation Order);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- The development design should have regard to the existing public right of way along the southern boundary of the site;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

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

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

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

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

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

Delivery arrangements:

- The site is expected to come forward within the next 6-10 years;
- The site was originally submitted to the Council by the landowner. The landowner has been contacted for an update.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB050)
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study