



Woking Local Development Documents

Site Allocations Development Plan Document

Regulation 18 Consultation



June 2015

How to get involved and have your say

This is the Draft Site Allocations Development Plan Document (DPD) for Woking Borough. We would like to hear your views on proposed future development sites.

This document is being published for public consultation for a period of six weeks and represents the Regulation 18 consultation document.

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

The main purpose of the DPD is to prepare specific site allocations for development to enable the delivery of the Core Strategy, which was adopted in October 2012.

The consultation period for the DPD is between 18 June 2015 and 31 July 2015 (by 5.00pm). You are encouraged to send any representations that you may have.

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

- Woking Borough Council, Civic Offices, Gloucester Square, Woking, GU21 6YL. Monday to Friday 9am – 4.45pm
- Woking, Byfleet, West Byfleet and Knaphill libraries. Please www.surreycc.gov.uk for address and opening times of the libraries.
- On the website at www.woking2027.info, where proposed development sites are also available to view using an interactive Site Allocations map for the Borough.

Please let us have your views. You can do this through a variety of means:

- Complete the online questionnaire (see www.woking2027.info)
- Complete a questionnaire and return this by email to planning.policy@woking.gov.uk or by post to: the Planning Policy team, Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL
- Complete the comments form accompanying the online Site Allocations interactive map (see www.woking2027.info)
- You can also register your comments with the Planning Policy Team at one of our public consultation events. For details of the events please see www.woking2027.info

Please note that the Council cannot accept confidential or anonymous representations.

If you require this document to be transferred to another format then please contact the Planning Policy Team at the above address.

If you have any questions please call: 01483 743871.

What happens next?

At the end of the six week consultation period (Regulation 18 stage), all of the responses will be analysed. The Council will then compile the results of the consultation in a report which will be made available on our website in due course. All responses received will be taken into account and used to inform preparation of the Site Allocations DPD for a final round of consultation (Regulation 19 stage) prior to its submission to the Secretary of State for independent Examination.

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Introduction

Purpose

The purpose of the Site Allocations is to allocate land for a range of uses to deliver the spatial vision and objectives of the Woking 2027 Core Strategy. The Core Strategy makes provision for the delivery of 4,964 net additional dwellings, 28,000 sq.m of additional office floorspace, 20,000 sq.m of warehouse floor space, 93,600 sq.m of retail floorspace and 19 pitches to meet the needs of Travellers.

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

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

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

The Site Allocations DPD takes a long-term strategic view of the future and safeguards sites for residential development beyond the present plan period, between 2027 and 2040. The allocations also propose some minor amendments to ensure a strong, defensible Green Belt boundary in the longer-term.

Through this public consultation document the Council would like to share with all interested parties its proposed site allocations, in the context of research (evidence base) that has considered all potential development sites (**Appendix 1**).

Your comments are important to help us get the final Site Allocations DPD right; we need to hear your views on the Proposal Sites that follow. If you feel that the Council's Proposal Sites would not deliver the requirements of the Core Strategy in a sustainable manner, it would be helpful if you can suggest alternative site(s) that will achieve the objectives of the DPD. The thoughts and information you provide during this consultation will inform the final draft Site Allocations DPD which we will consult you on again later this year before it is submitted to the Secretary of State.

How the Site Allocations are structured

This document proposes a series of site allocations throughout Woking Borough to deliver the development planned by the Core Strategy. These allocations are called Proposal Sites.

They are presented in groups, according to the nature of the allocation or policy change proposed:

- Section A: development and infrastructure sites in the Urban Area / Village;

- Section B: development and infrastructure sites to be taken out of the Green Belt;
- Section C: land for SANG use within the Green Belt.

Sites are listed by area (using the ward name) within each section. **Table 1** shows the format used to present each Proposal Site.

Table 1: Structure of the Site Allocations

<p>Section A development and infrastructure sites in the Urban Area / Villages</p>	<p>← Heading of section</p>
<p>Site plan</p>	<p>← Locates the site boundaries on a site plan.</p>
<p>Section A: development and infrastructure sites in the Urban Area / Village;</p>	<p>← Brief introduction explaining the purpose of the sites in this section; the need for these and the role they will play in responding to the Core Strategy.</p>
<p>Site UA1/GB1: (Example) Civic Offices, Gloucester Square, Woking, GU21 6YL</p>	<p>← Proposal Site reference number and site address. For example, a prefix of UA refers to sites in the Urban Area, and GB refers to sites currently in the Green Belt.</p>
<p>Photograph / Aerial photograph</p>	<p>← Provides a recent photograph of some or the entire site.</p>
<p>Proposal: (Example) This 0.3 ha. site is allocated for residential development.</p>	<p>← This text is the allocation of uses or change of planning designation for the site. Development allocations will identify one or more land uses which the Council believe are suitable and deliverable on the site and, where appropriate, will set a timescale for their development.</p>
<p>Reasoned justification The Green Belt boundary review report recommends that the site be removed from the Green Belt.</p>	<p>← Explains the reasons for the allocation or change of planning designation and the evidence base supporting this approach.</p>
<p>Key evidence base: GBBR (site WGB006)</p>	
<p>Key requirements</p>	<p>← The site-specific requirements that should be met to achieve a satisfactory development of the site. For example, specific infrastructure or design principles that will apply. These should be read in the context of the Core Strategy, the draft Development Management Policies, and relevant Supplementary Planning Documents guidance.</p>
<p>Delivery arrangements</p>	<p>← Commentary on land ownership, availability, viability and any development phasing.</p>

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

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

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

The individual plans accompanying each Proposal Site allocation represent proposed amendments to the [Proposals Map](#) (also known as a Policies Map), to illustrate those sites proposed for development or new or altered policy protection. A table summarising changes to the Proposals Map is provided later in this document (see **Table 12**).

An Interactive Map is also available on the <http://www.woking2027.info/> website.

Overview of Site allocation Proposal Sites

Following Tables 2, 3 and 4 summarise the Proposal Site allocations, again by the type of allocation:

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

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet	Residential including Affordable Housing, replacement library, community use	Delivery between 2015 and 2027
UA2	Trizancia House, Thomsen House & Woodstead House 72, Chertsey Road	Goldsworth East	Residential including Affordable Housing, offices	Delivery between 2015 and 2027
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Goldsworth East	Offices	Delivery between 2015 and 2027
UA4	Kings Court, Church Street East, Woking, GU21 6HA	Goldsworth East	Residential including Affordable Housing, offices	Delivery between 2015 and 2027
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Goldsworth East	Residential including Affordable Housing, offices	Delivery between 2015 and 2027
UA6	Land at Albion House, High Street, Woking, GU21 6BD	Goldsworth East	Residential including Affordable Housing, offices, retail	Delivery between 2015 and 2027
UA7	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Goldsworth East	Residential including Affordable Housing, offices, retail	Delivery between 2015 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA8	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Goldsworth East	Residential including Affordable Housing, offices, retail	Delivery between 2015 and 2027
UA9	Victoria Square Development, Church Street West, Woking, GU21 6HD	Goldsworth East	Retail, hotel, medical/offices, residential, infrastructure (new Energy Centre, highway improvements, public open space)	Delivery between 2015 and 2027
UA10	The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ	Goldsworth East	Residential including Affordable Housing, community uses	Delivery between 2015 and 2027
UA11	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Goldsworth East	Residential including Affordable Housing	Delivery between 2015 and 2027
UA12	113-129 Goldsworth Road, Woking, GU21 6LR	Goldsworth East	Retail, offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA13	MVA and Select House, Victoria Way, Woking, GU21 6DD	Goldsworth East	Offices	Delivery between 2015 and 2027
UA14	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Goldsworth East	Retail, offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA15	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Goldsworth East	Offices	Delivery between 2015 and 2027
UA16	30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Goldsworth East	Residential, offices, retail	Delivery between 2015 and 2027
UA17	Poole Road Industrial Estate, Woking, GU21 6EE	Goldsworth East	Offices, warehousing, new Energy Station	Delivery between 2015 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA18	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Goldsworth East	Community, leisure, offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA19	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Goldsworth East	Offices	Delivery between 2015 and 2027
UA20	Griffin House, West Street, Woking, GU21 6BS	Goldsworth East	Offices	Delivery between 2015 and 2027
UA21	Concorde House, 165 Church Street East, Woking, GU21 6HJ	Goldsworth East	Offices	Delivery between 2015 and 2027
UA22	Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ	Goldsworth East	Offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA23	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Goldsworth East	Essential infrastructure (transport)	Delivery between 2015 and 2027
UA24	Barratt House, Barratt House, 7 - 9 Chertsey Road, Woking, GU21 5AB	Goldsworth East	Residential including Affordable Housing	Delivery between 2015 and 2027
UA25	Goldsworth House, Denton Way, Woking, GU21 3LG	Goldsworth West	Specialist residential accommodation, community use	Delivery between 2015 and 2027
UA26	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Horsell West	Residential including Affordable Housing	Delivery between 2015 and 2027
UA27	73 Horsell Moor, Horsell, GU21 4NL	Horsell West	Residential including Affordable Housing	Delivery between 2015 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA28	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Kingfield Westfield	Residential including Affordable Housing	Delivery between 2015 and 2027
UA29	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Kingfield Westfield	Residential including Affordable Housing	Delivery between 2015 and 2027
UA30	Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW	Kingfield Westfield	Residential including Affordable Housing	Delivery between 2015 and 2027
UA31	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Kingfield Westfield	Residential including Affordable Housing, retail	Delivery between 2015 and 2027
UA32	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Maybury Sheerwater	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	Delivery between 2015 and 2027
UA33	101-121 Chertsey Road, Woking, GU21 5BW	Maybury and Sheerwater	Residential including Affordable Housing, offices	Delivery between 2015 and 2027
UA34	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Maybury Sheerwater	Industrial, warehousing, offices	Delivery between 2015 and 2027
UA35	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Maybury Sheerwater	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	Delivery between 2015 and 2027
UA36	29-31 Walton Road, Woking, GU21 5DL	Maybury Sheerwater	Residential including Affordable Housing	Delivery between 2015 and 2027
UA37	1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road and 95-105 Maybury Road, Woking, GU21 5JL	Maybury Sheerwater	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	Delivery between 2015 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA38	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	Maybury Sheerwater	Residential including Affordable Housing, community facility (youth centre)	Delivery between 2015 and 2027
UA39	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Mount Hermon East	Residential including Affordable Housing	Delivery between 2015 and 2027
UA40	Car Park (east), Oriental Road, Woking, GU22 8BD	Mount Hermon East	Residential including Affordable Housing, open space	Delivery between 2015 and 2027
UA41	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Mount Hermon West	Residential including Affordable Housing	Delivery between 2015 and 2027
UA42	11-15 Guildford Road /Southern House/Jubilee House/ Lynton House, Station Approach, Woking, GU22 7PX	Mount Hermon West	Residential including Affordable Housing, offices, retail	Delivery between 2015 and 2027
UA43	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Mount Hermon West	Offices	Delivery between 2015 and 2027
UA44	Former St Dunstans, White Rose Lane, Woking, GU22 7AG	Mount Hermon West	Retail, residential including Affordable Housing	Delivery between 2015 and 2027
UA45	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Mount Hermon West	Offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA46	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Mount Hermon West	Offices, residential including Affordable Housing	Delivery between 2015 and 2027
UA47	Coroner's Court (former Woking Magistrates Court), Station Approach, Woking, GU22 7YL	Mount Hermon West	Offices, residential including Affordable Housing	Delivery between 2015 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA48	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns Hook Heath	Residential including Affordable Housing	Delivery between 2015 and 2027
UA49	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	West Byfleet	Industrial	Delivery between 2015 and 2027
UA50	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet	Retail, residential including Affordable Housing	Delivery between 2015 and 2027
UA51	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet	Retail, community (library), offices, retail (Waitrose), residential including Affordable Housing	Delivery between 2015 and 2027
UA52	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	West Byfleet	Residential including Affordable Housing, community use	Delivery between 2015 and 2027

Table 3: Section B - development and infrastructure sites to be taken out of the Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB1	Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ	Brookwood	Residential including Affordable Housing	Delivery between 2022 and 2027
GB2	Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD	Brookwood	Traveller pitches and Traveller transit site	Delivery between 2016 and 2027
GB3	Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD	Brookwood	Traveller pitches	Delivery between 2016 and 2027

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB4	Land south of High Road, Byfleet, KT14 7QL	Byfleet	To meet long term development needs	Safeguarded to between 2027 and 2040
GB5	Land to the south of Murray's Lane, Byfleet, KT14 7NE	Byfleet	To meet long term development needs	Safeguarded to between 2027 and 2040
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Horsell East	Essential infrastructure; (junction upgrade and improvements)	Delivery between 2015 and 2027
GB7	Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP	Mayford Sutton Green	Traveller pitches	Delivery between 2016 and 2027
GB8	Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Mayford Sutton Green	Residential including Affordable Housing, recreational/open space and education	Delivery between 2022 and 2027
GB9	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Mayford Sutton Green	To meet long term development needs	Safeguarded to between 2027 and 2040
GB10	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	Mayford Sutton Green	To meet long term development needs	Safeguarded to between 2027 and 2040
GB11	Land to the north west of Saunders Lane, Mayford, GU22 0NN	Mayford Sutton Green	To meet long term development needs	Safeguarded to between 2027 and 2040
GB12	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, GU22 8QZ	Pyrford	To meet long term development needs	Safeguarded to between 2027 and 2040
GB13	Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF	Pyrford	To meet long term development needs	Safeguarded to between 2027 and 2040
GB14	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	St John's Hook Heath	To meet long term development needs	Safeguarded to between 2027 and 2040

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB15	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet	Residential including Affordable Housing	Delivery between 2022 and 2027
GB16	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	Delivery between 2015 and 2027

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

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB17	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Byfleet	Suitable Accessible Natural Greenspace (SANG)	Between 2015 and 2027
GB18	Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR	Knaphill	Suitable Accessible Natural Greenspace (SANG)	Between 2015 and 2017
GB19	Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	Mayford Sutton Green	Suitable Accessible Natural Greenspace (SANG)	Between 2015 and 2027
GB20	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Old Woking	Suitable Accessible Natural Greenspace (SANG)	2015/16
GB21	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Old Woking	Suitable Accessible Natural Greenspace (SANG)	2019/20
GB22	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Old Woking	Heritage Parkland/Country Park	Between 2015 and 2027
GB23	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	West Byfleet	Open space	Between 2015 and 2027

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

Identifying sites for allocation

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

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

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

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

The Site Allocations focus primarily on the delivery of development in the period 2010 to 2027, the Core Strategy plan period. [National planning policy](#), however, gives Local Planning Authorities (councils) the opportunity, where necessary, to identify areas of safeguarded land. This allows any changes made to Green Belt boundaries to be longer term, so the boundaries would not need to be reviewed each time the Core Strategy is reviewed. For this reason, the Council is also identifying additional sites to be safeguarded for later development, between 2027 and 2040, and to ensure a strong defensible Green Belt boundary can be established. The Council's clear policy to the release of land for development in the Green Belt is set out at in Section B – development and infrastructure sites to be taken out of the Green Belt. It is emphasised that the release of safeguarded sites for development will only be considered as part of the future review of the Core Strategy and/or this Site Allocations DPD.

To allocate a site the Council must ensure that it will be developable. Matters assessed to make this decision include:

Availability:

- contacting the site owner to identify if they are willing for their site to come forward

Suitability:

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

Deliverability:

- the site must be viable for development
- that all the reasonable alternative sites have been considered
- information on landscape/townscape character and, if relevant, conservation area character to inform any development
- evidence that strategic providers can service infrastructure needs
- any local infrastructure needs that need to be provided on-site
- strategic transport and highways appraisal of sites, including information on accessibility by non-car modes (public transport, walking and cycling).

The identification of sites for allocation is also informed by a broad evidence base (see **Appendix 1**) and the use of Sustainability Appraisal and Habitat Regulations Assessment (HRA) during drafting of the document.

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

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

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

The Site Allocations has the role of identifying and allocating land to help meet the overall housing and other requirements. It will do this by allocating sites for uses including open market housing, Affordable Housing, specialist residential accommodation, and Traveller Accommodation. These are dealt with in turn in the following sections.

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

Housing, including Affordable Housing

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

Table 7: Housing supply

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

Source: SHLAA (2011)

This satisfies the requirement for specific deliverable sites sufficient to provide five years worth of housing supply and specific developable sites for housing provision in years 6 – 10. It also provides some certainty in the delivery of the housing requirement against any risk of certain sites not coming forward as expected in the first 10 years of the plan period. The

Core Strategy also identifies Woking Town Centre as a broad location, acknowledging it will contribute to the housing land supply in the last five years of the plan period.

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

The Council's development monitoring records delivery to date of 964 homes, between 1 April 2010 and 31 March 2014 (**Table 8**).

Table 8: Residential completions 2010-2014

Monitoring year	2010/11	2011/12	2012/13	2013/14
Dwelling completions	146	175	273	370

Source: AMR 2013/14 (December 2014)

The latest SHLAA was published in 2011. This has been updated to a base date of 1 April 2014. The revised figures have informed the DPD and will be published on the website.

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

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

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

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

Specialist residential accommodation

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

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

The Site Allocations document allocates a variety of sites, large and small, in locations through out the Borough. All allocated sites must accord with Core Strategy policies including CS11 and CS13. The latest identified specialist accommodation needs will be addressed by delivering a mix of residential dwellings through these developments.

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

- Smaller dwellings - one bedroom, will help to meet the accommodation needs of older and younger people;
- Family dwellings - two or more bedrooms, to meet the needs of families with children, including service families;
- Custom /self build (for those wishing to build their own homes) - the Government is proposing land for custom build to be purchased on the open market. All residential site allocations will therefore contribute to this pool of housing development land.

Land values for sites allocated for general residential development can make securing sites for more specialist accommodation such as extra care housing difficult in terms of viability and availability.

Traveller accommodation

Core Strategy Policy CS14 - *Gypsies, Travellers and Travelling Showpeople* states that the Council will make provision for the additional pitches needed for Gypsies and Travellers and Travelling Showpeople in the Borough between 2017 and 2027.

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

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

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

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

Based on the available evidence, the following would meet the identified need for Traveller accommodation to 2027. These sites are opportunities to intensify the use of existing sites within the Green Belt, which is the sequentially preferred option to identification of new sites

within the Green Belt. Proposals Sites GB2 and GB3 are being proposed to be released from the Green Belt.

Table 9: Traveller pitch delivery 2010-2040

Delivery mechanism	Number of additional pitches
Traveller pitch requirement	19 (2012-2027)
Temporary pitches delivered 2012 – 2014	2 (Five Acres)
Proposal Sites	12 at Ten Acre Farm (Proposal Site GB7) 4 at Five Acres 1 (Proposal Site GB2) 4 at Five Acres 2 (Proposal Site GB3)
Total 2010-2027	22
Traveller pitch requirement	11 (2027-2040)
Safeguarded Sites	The Council will identify specific site(s) to provide Traveller accommodation on safeguarded land through a future review of the Site Allocations DPD or the Core Strategy.

The Council will manage the release of these sites up to 2027. Where there is a need for further sites to be released these will come forward on the back of Green Belt safeguarded sites.

The Traveller Accommodation Assessment did not identify any need for a transit site locally. However the Council has committed to identify and safeguard a suitable plot for this future use. This Site Allocations DPD allocates a part of the Five Acres 1 site (Proposal Site GB2) for this purpose.

The Council will work with other authorities to identify a strategic site for Travelling Showpeople.

Employment

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

Table 10 summarises how additional office floorspace (Use Class B1) will be delivered between 2012 and 2027.

Table 10: Offices (Use Class B1)

Delivery mechanism	Floorspace (sq.m)
Core Strategy requirement 2010 – 2027	28,000
Office completions and any outstanding office floorspace with planning permission (commitments) 2010 - 2014	2633
Additional office floorspace to be provided in Urban Area 2014-2027	35,840
Office floorspace in Green Belt release sites	0 (Note: Broadoaks outstanding floorspace is counted in commitments figure)
Balance	10,490

This projected oversupply will provide contingency if a number of existing premises in the Borough were to change their use from offices to residential under current permitted development regulations.

Table 11 summarises how additional warehousing floorspace (Use Class B8) will be delivered between 2012 and 2027.

The Core Strategy explains the clear priority is for B8. This will predominantly be met through the loss of B2 industrial floorspace, the approach agreed through the Core Strategy. For more information see the Employment Topic Paper.

Table 11: Warehousing (Use Class B8)

Delivery mechanism	Floorspace (sq.m)
Core Strategy requirement 2010 – 2027	20,000
Warehouse completions and any outstanding warehouse floorspace with planning permission (commitments) 2010 - 2014	-12,560
Warehousing in the Urban Area 2014 - 2027	25,889
Warehouse space in Green Belt	0
Balance	-6,671

The Employment Topic Paper acknowledges that there is a modest shortfall in identified warehousing land supply, but that environmental improvements to the estates will continue to encourage additional warehousing investment.

Retail and other Town Centre uses

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

Table 12 summarises how additional retail floorspace (Use Classes A1 – A5) will be delivered between 2012 and 2027. The broad phasing for the delivery of retail in Woking Town Centre is as set out in Core Strategy Policy CS2 – *Woking Town Centre*.

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

Delivery mechanism	Floorspace (sq.m)
Core Strategy requirement 2010 – 2027	93,000
Retail completions 2010 - 2014	2,532
Retail in Woking Town Centre 2014 – 2027	Up to 75,300 additional A class floor space (of which 67,600 A1 retail, comprising 59,300 comparison and 8,300 convenience): <ul style="list-style-type: none"> • 2012-2016: 17,500 A1 retail (10,800 comparison and 6,700 convenience) • 2016 - 2021: 26,200 A1 retail (25,400 comparison and 800 convenience) • 2021-2027: 23,900 A1 retail (up to 23,100 comparison and 800 convenience).
Retail in West Byfleet District Centre 2014 - 2027	Up to 13,000 A class (of which 12,500 A1 retail, comprising 10,500 comparison and 2,000 convenience)
Retail in Local Centres 2014 – 2027: Knaphill, Byfleet, Sheerwater, Goldsworth Park, Brookwood, Horsell, Kingfield, St. Johns	Up to 3,200 A class (of which 2,600 A1 retail comprising 900 comparison and 1,700 convenience). Includes in Knaphill: up to 3,000 A class (of which 2,400 A1 retail comprising 700 comparison and 1,700 convenience).
Retail in Priority Places 2014 – 2027: The ward of Maybury and Sheerwater and the Lakeview Estate area of Goldsworth Park.	Increase choice of retail offer. In principle support for convenience retail outlet at Sheerwater.

The above areas are as defined on the [Proposals Map](#).

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

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

A new Asda supermarket opened in Sheerwater in 2014.

Planning permission was granted in March 2015 (PLAN/2014/0014) for a significant mixed use redevelopment at Victoria Square, in Woking Town Centre. The development will provide 10,967 sq.m of retail floorspace (Use Classes A1, A2, A3 and A5), together with a medical centre, hotel, spa, gym, residential apartments, associated facilities and

infrastructure including a local energy centre, public open space, car parking and highways work.

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

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

Those sites which are shown to be developable and deliverable at this stage are allocated Proposal Sites set out in this document. They include the Victoria Square Development (Proposal Site UA9) and a comprehensive redevelopment in the heart of West Byfleet District Centre that will include an element of retail (Proposal Site UA51).

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

Infrastructure

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

Specific infrastructure needs to support the development proposals of the Core Strategy are set out in the Infrastructure Delivery Plan and the Regulation 123 list of the CIL charging schedule.

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

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

With regard to the Thames Basin Heaths Special Protection Area (SPA), the Council has sufficient Suitable Alternative Natural Greenspace (SANG) land to mitigate the SPA impacts of residential development for around 11.1 years of the 15 year plan period up to 2027. The SANG land identified to mitigate against the impacts is set out in the Thames Basin Heaths Special Protection Area Avoidance Strategy.

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

This Site Allocations document distinguishes between those SANGS which are already in operation and those sites which the Council has an aspiration to bring forward for SANG use in the future; only the latter are recommended for allocation. Existing SANG sites at Brookwood Country Park, Hoe Valley White Rose Lane, Horsell Common Monument Road, and Heather Farm do not need to be allocated as they are already in use for this purpose.

The Site Allocations identifies around 48 hectares of land which has the potential to be transformed into SANG. There may be some overlap between the calculation above and the new sites below, however the potential SANG being considered is significantly higher than the identified shortfall, therefore the Council is confident that the combination of the existing and new sites will ensure there is sufficient SANG land to meet the projected growth within the borough up to 2027.

The remaining years of the plan period will be serviced by new SANG sites coming onto stream. This document allocates the following new sites for SANG purposes:

- Byfleet SANG (Proposal Site GB17)
- Brookwood Farm SANG (Proposal Site GB18)
- Mayford SANG (Proposal Site GB19)
- Two SANG sites at Gresham Mill (Proposal Site GB20 and GB21)

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

- West Byfleet Junior and Infant School Playing Fields (Proposal Site GB23)

These sites are set out in full in Section C.

Waste and Minerals

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

Proposals Map

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

The Site Allocations DPD identifies specific sites for development, protection and safeguarding and in accordance with this requirement will have to be indicated on a Proposals Map. A Proposals Map has been adopted alongside the Core Strategy. This has been updated to incorporate the proposals of the Site Allocations DPD (available separately). **Table 13** summarises the proposed site allocation Proposal Map amendments by ward.

Developing in accordance with the Site Allocations

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

It is important to emphasise that Surrey County Council has undertaken an officer level Strategic Transport Assessment of the transport aspects of the proposed Green Belt sites to consider the adequacy of local highway transport and accessibility to local services and has identified no in-principle objections to the development of the sites.

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

Estimated development yields

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

Estimates provide an indication of the potential amount of new development the Council anticipates a site could deliver. The development achievable on a site will ultimately be determined once a planning application is submitted and determined.

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

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

Ward	Development, infrastructure sites in the Urban Area/ Village	Development, infrastructure sites to be taken out of the Green Belt, between 2010 and 2027	Green Belt land safeguarded to meet long term Development needs, between 2027 and 2040	Land for SANG use within the Green Belt
See:	Section A	Section B	Section B	Section C
Brookwood	n/a	n/a	✓	n/a
Byfleet	✓	n/a	✓	✓
Goldsworth East	✓	n/a	n/a	n/a
Goldsworth West	✓	n/a	n/a	n/a
Horsell East Woodham	n/a	n/a	n/a	n/a
Horsell West	✓	n/a	n/a	n/a
Kingfield Westfield	✓	n/a	n/a	n/a
Knaphill	n/a	n/a	n/a	✓
Maybury Sheerwater	✓	n/a	n/a	n/a
Mayford Sutton Green	n/a	✓	✓	✓
Mount Hermon East	✓	n/a	n/a	n/a
Mount Hermon West	✓	n/a	n/a	n/a
Old Woking	n/a	n/a	n/a	✓
Pyrford	n/a	n/a	✓	n/a
St John's Hook Heath	✓	n/a	✓	n/a
West Byfleet	✓	✓	n/a	✓

SITE ALLOCATIONS PROPOSAL SITES

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

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

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

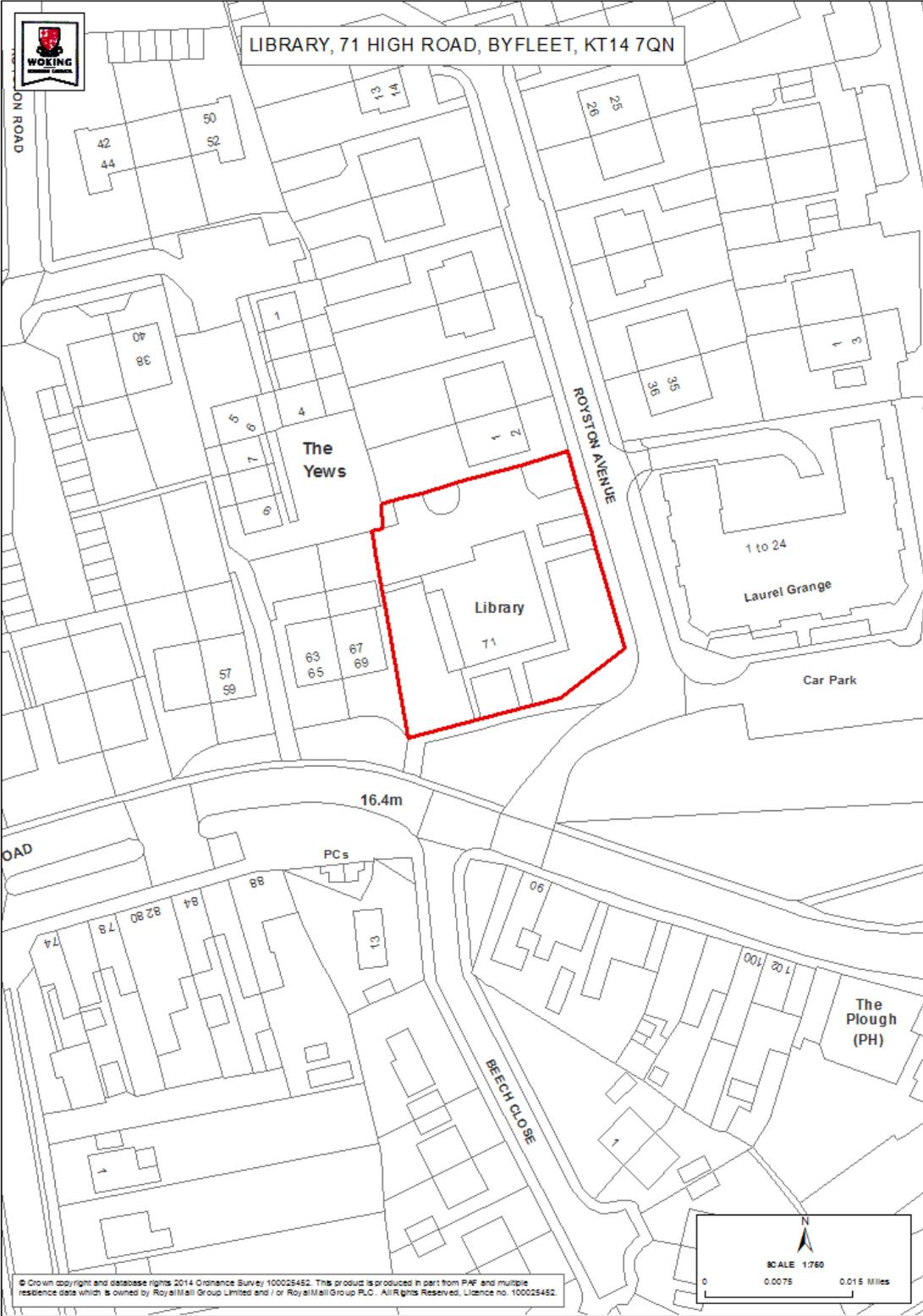
These sites are proposed for future development and/or for the provision of infrastructure, as described in the 'Proposal' section of each site entry. These Proposal Sites have references beginning UA.

Delivery of these sites is expected between 2015 and 2027.

Byfleet

Proposal reference: UA1

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





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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

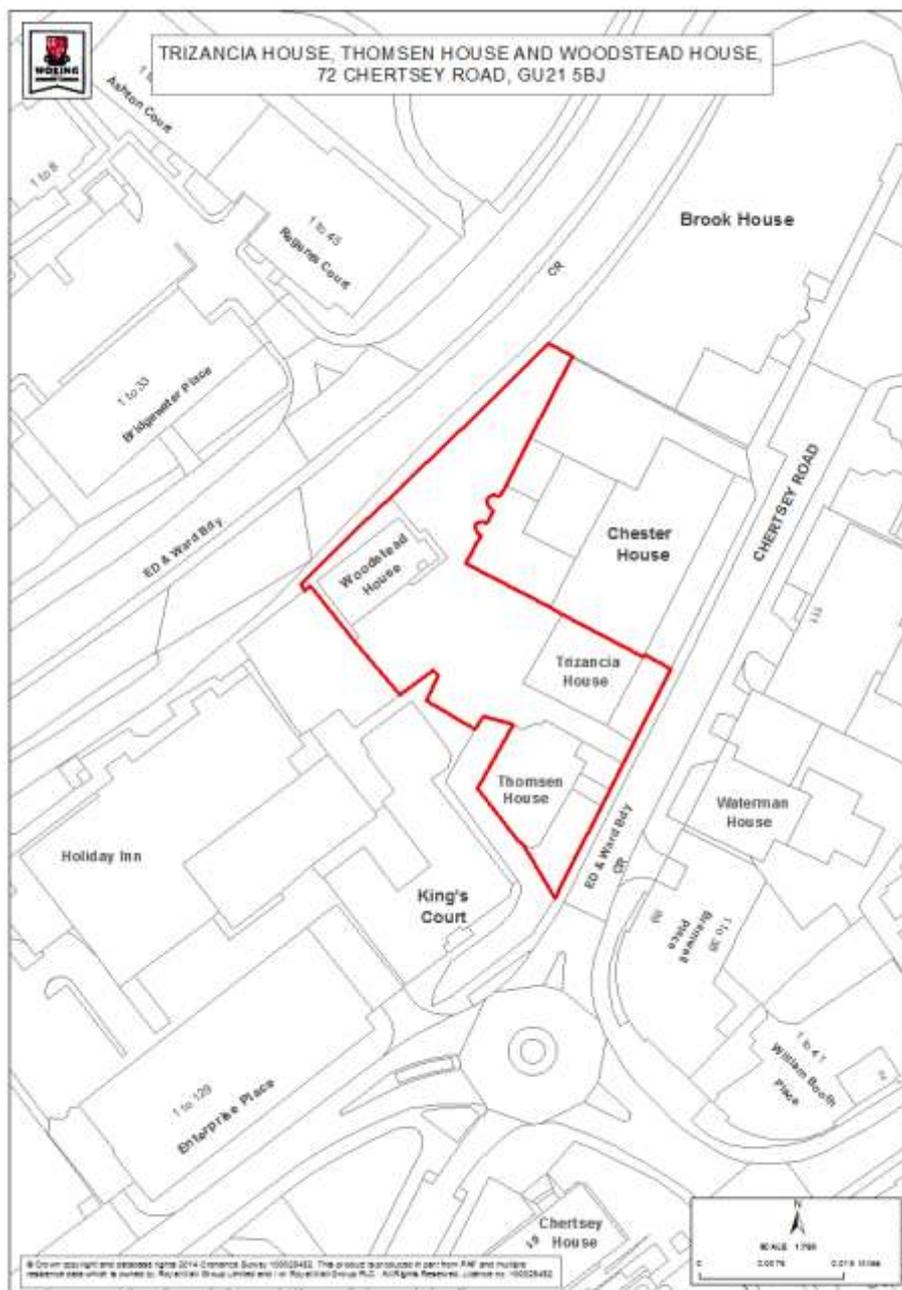
- Strategic Housing Land Availability Assessment (SHLAABY046)
- Sustainability appraisal

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

Goldsworth East

Proposal reference: UA2

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





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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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



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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

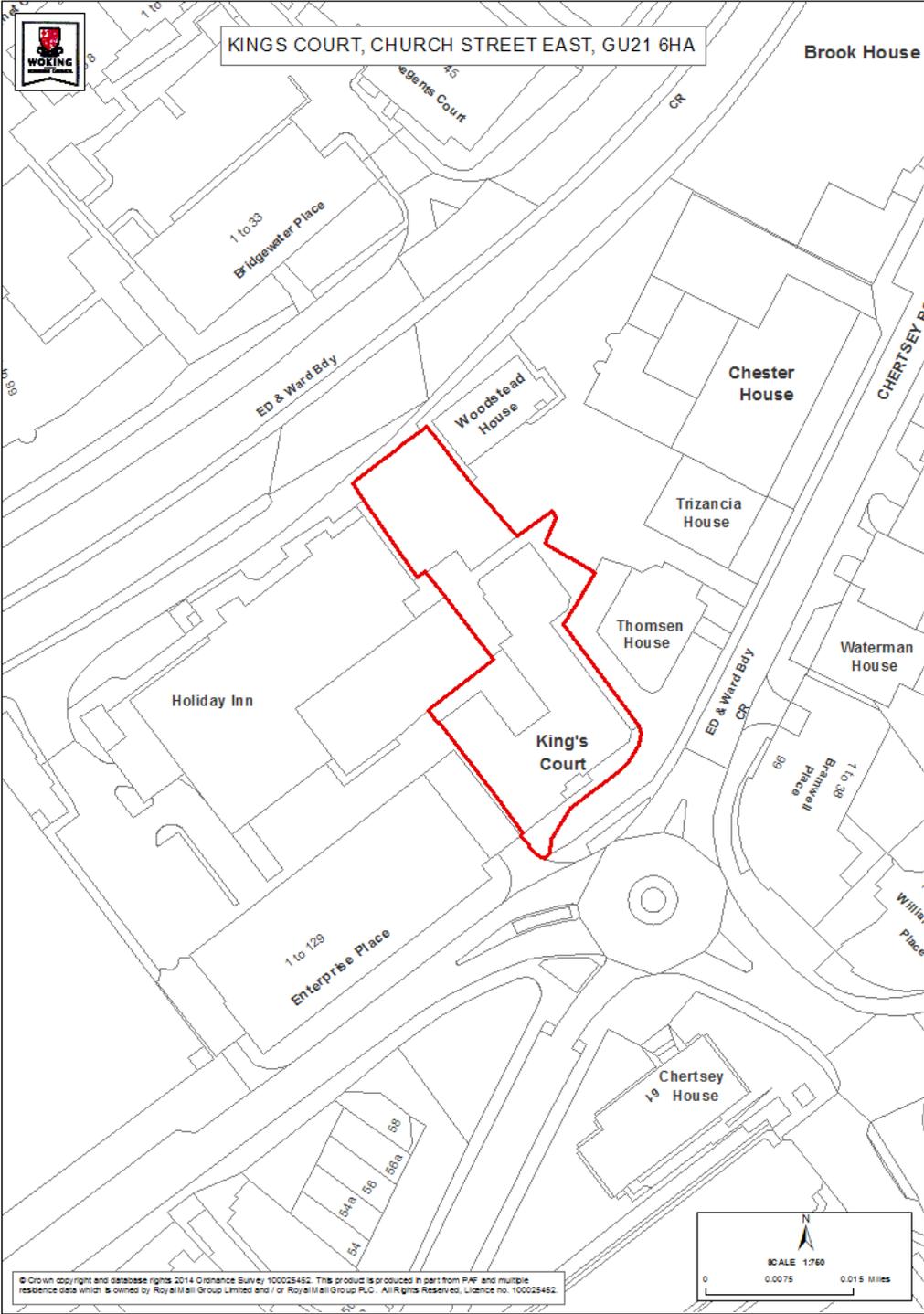
- It is expected that the site would come forward for development during the next 6 - 10 years;
- The land is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

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

Proposal reference: UA4

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





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

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

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

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

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

planning application for the development of the site;

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

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

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

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

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

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

Delivery arrangements:

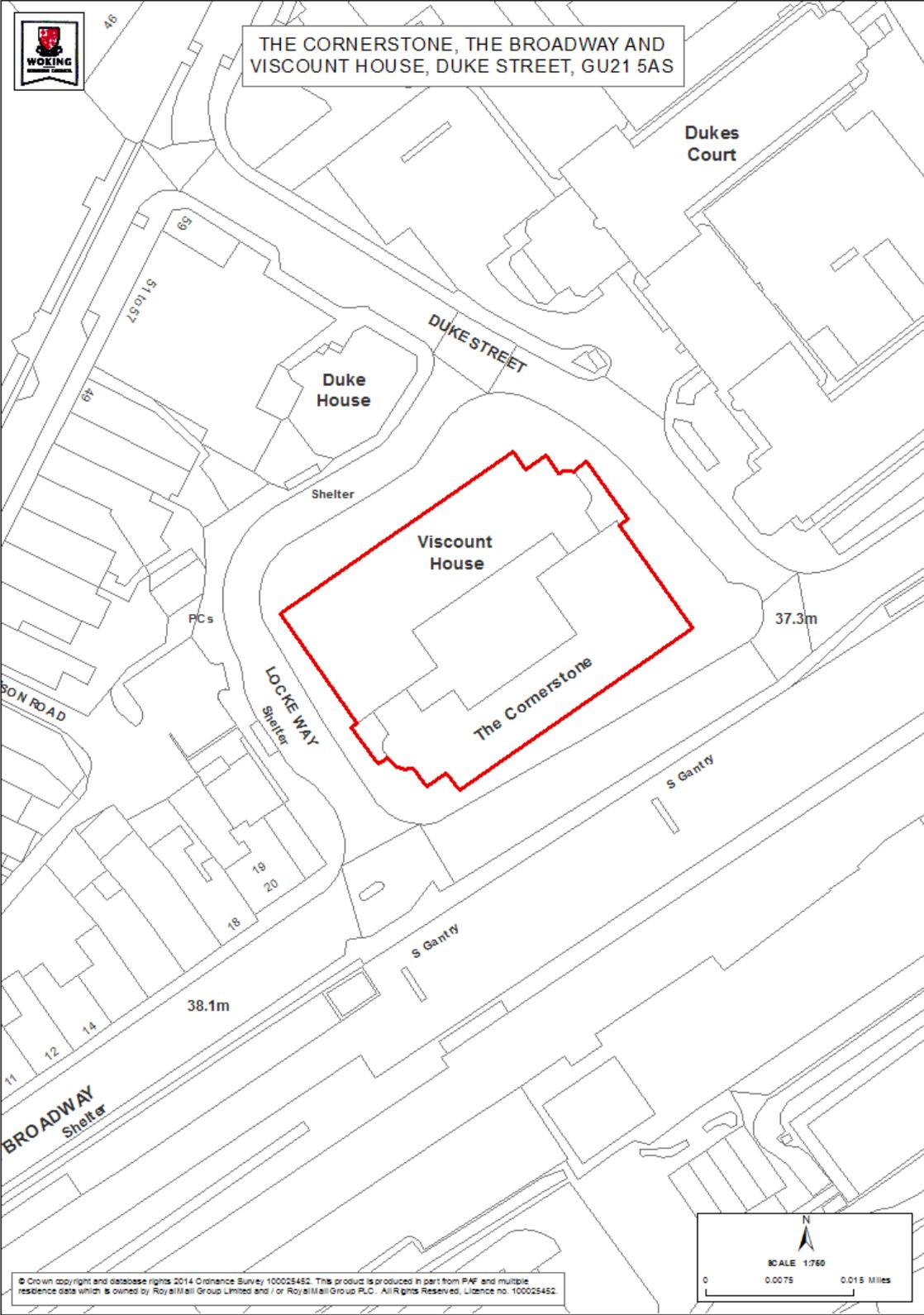
- It is expected that the site would come forward for development during the next 5 years;
 - This site is in single ownership;
 - The land is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement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

Key evidence base:

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

Proposal reference: UA5

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





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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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

Proposal reference: UA6

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





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

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

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

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

Railway Station;

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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

Proposal reference: UA7

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





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

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

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

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

in the vicinity of the site;

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

achieved;

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

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

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

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

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

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

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

Delivery arrangements:

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

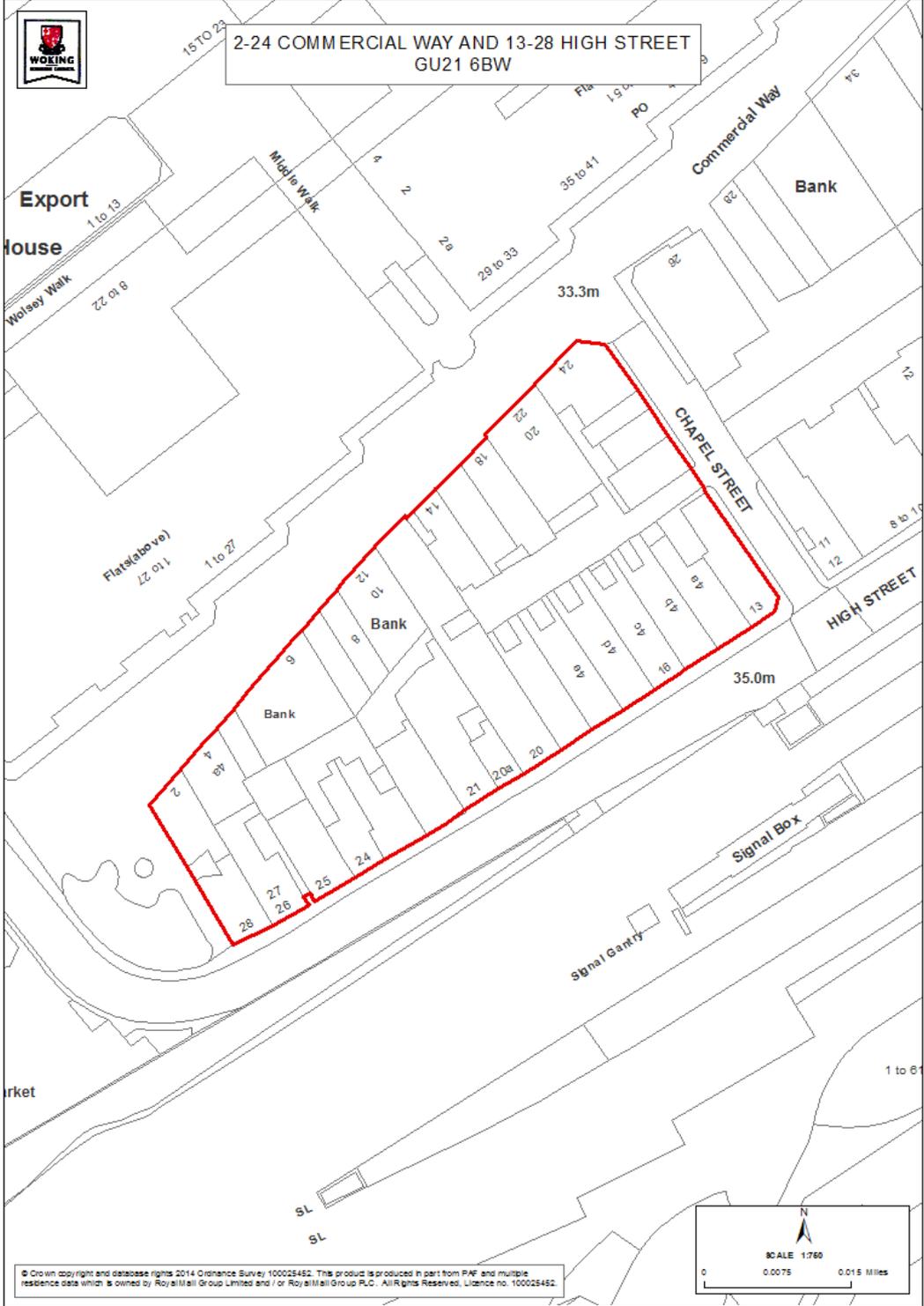
Key evidence base:

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

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

Proposal reference: UA8

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





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

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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

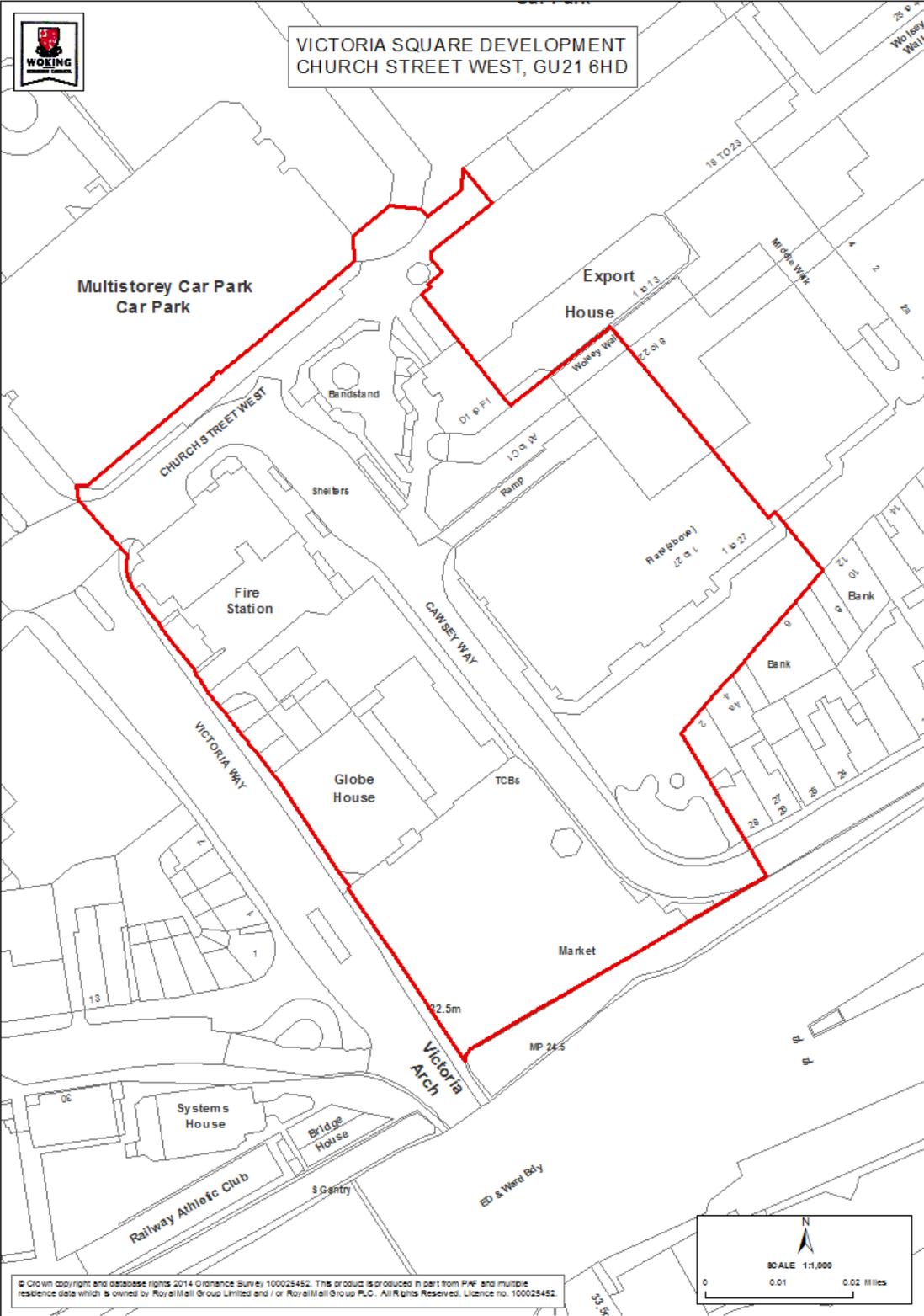
- It is expected that the site would come forward for development during the next 6 – 10 years;
- The site is in multiple ownership, some land assembly required.

Key evidence base:

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

Proposal reference: UA9

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





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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

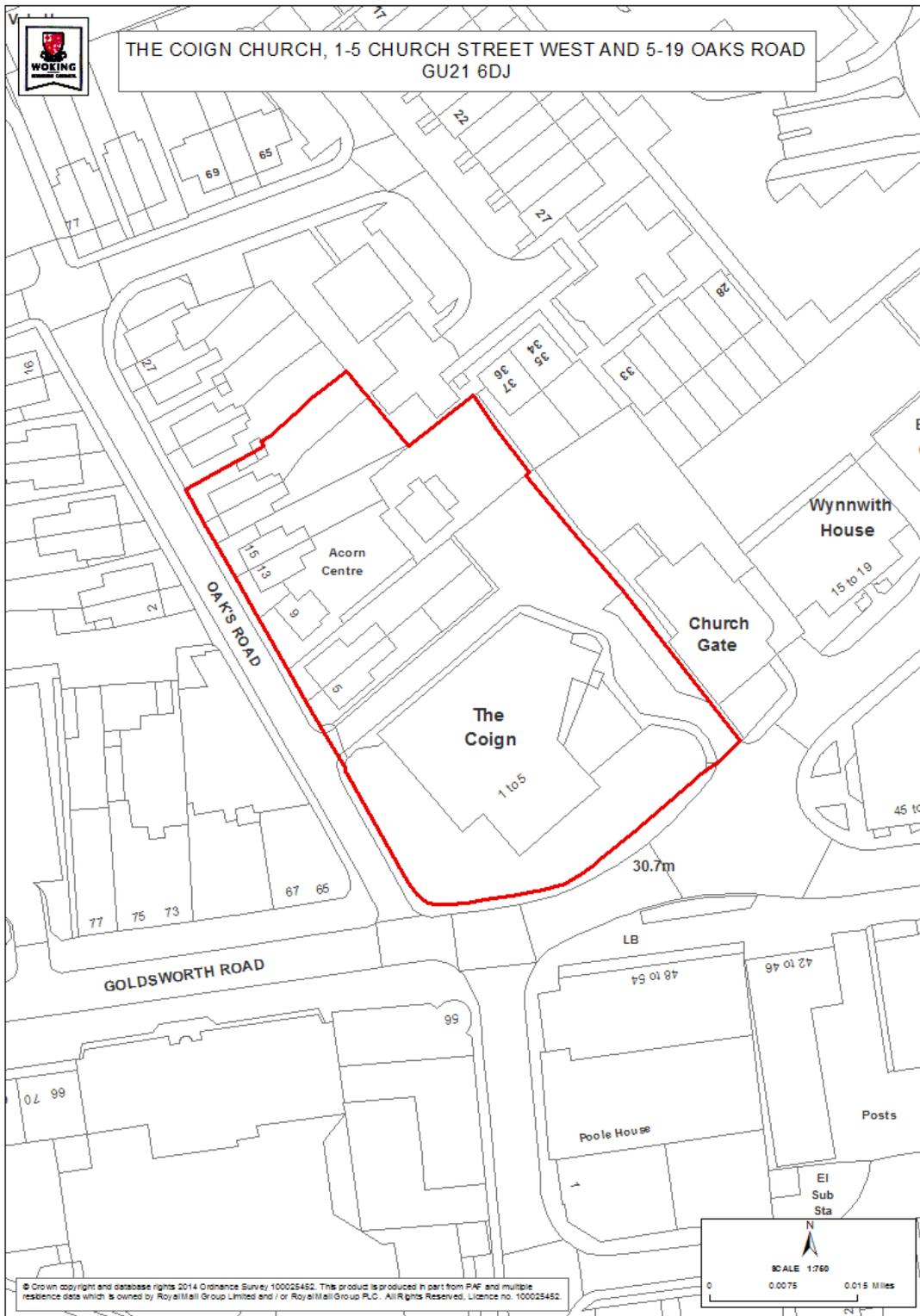
- The Council has taken an active interest in the past to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:

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

Proposal reference: UA10

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





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

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

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

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

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

achieved;

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

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

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

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

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

Delivery arrangements:

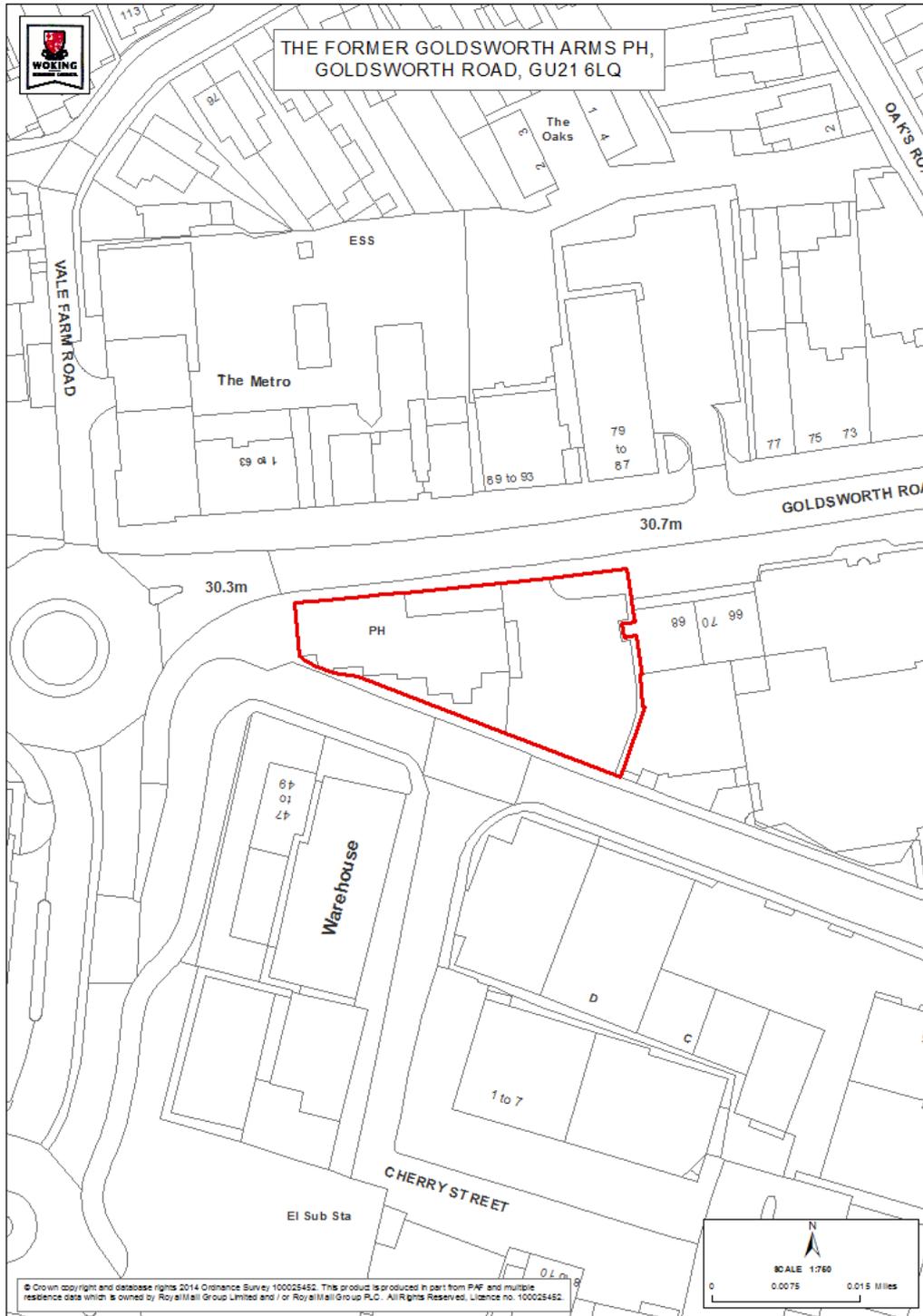
- It is expected that the site would come forward for development within the next 5 years
- The land is in single ownership and the land is available;
- There is known interest in bringing the site forward.

Key evidence base:

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

Proposal reference: UA11

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





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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

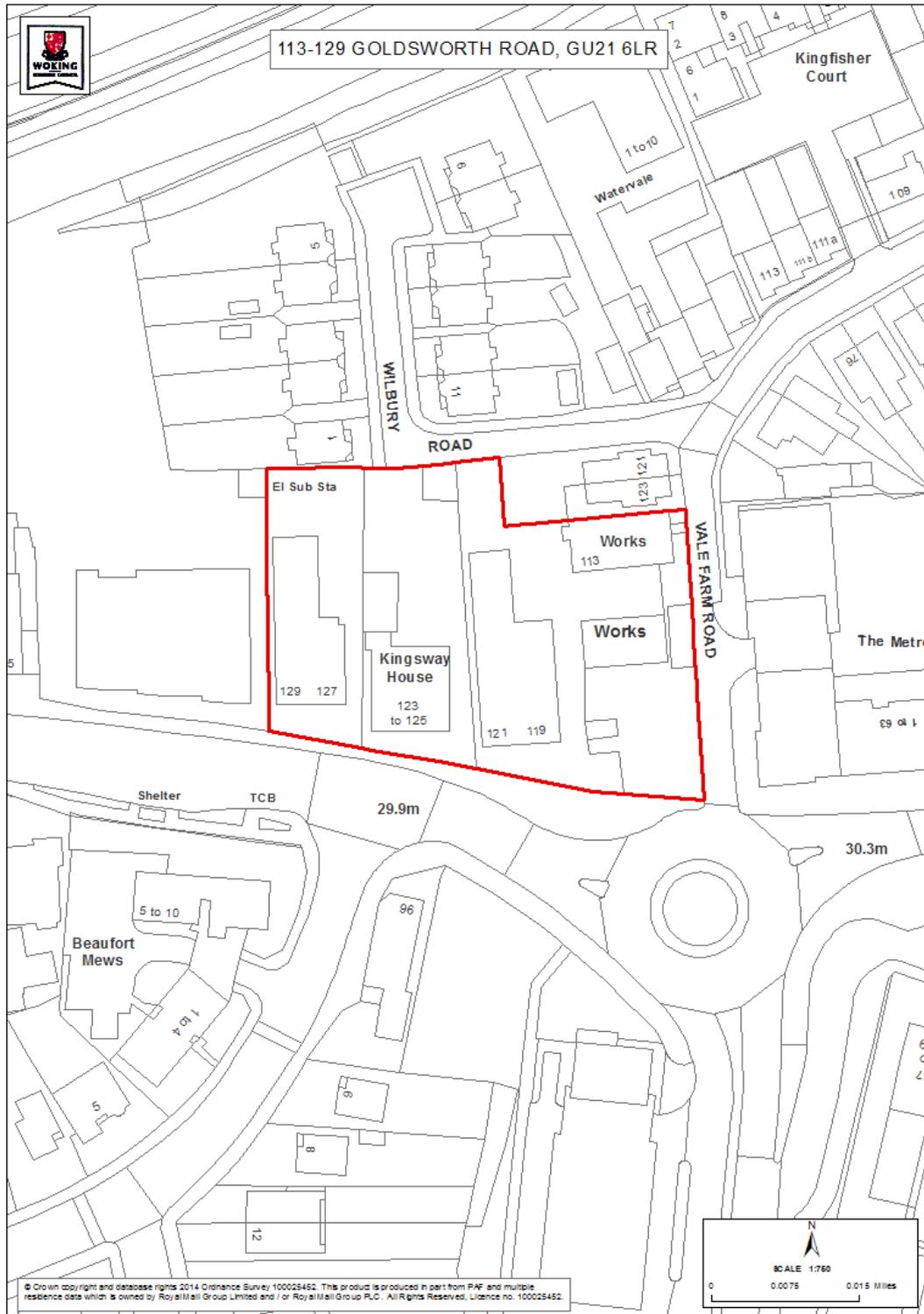
Key evidence base:

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

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

Proposal reference: UA12

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





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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

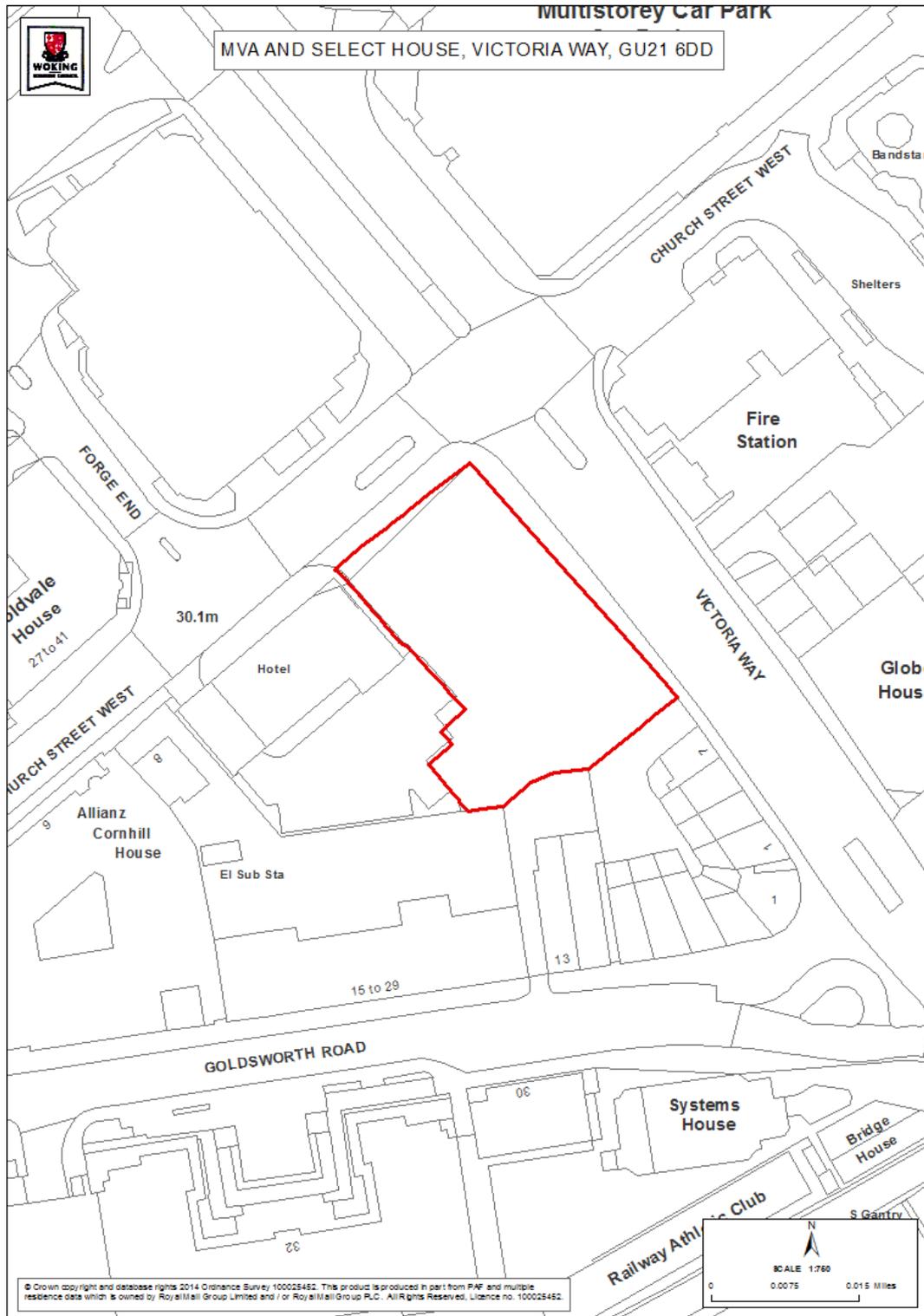
- It is expected that the site would come forward for development during the next 11-15 years;
- The land is in multiple ownership and there are a number of existing tenancies
- The landowners have been contacted.

Key evidence base:

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

Proposal reference: UA13

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





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

This 0.15 ha. site is allocated for office development.

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

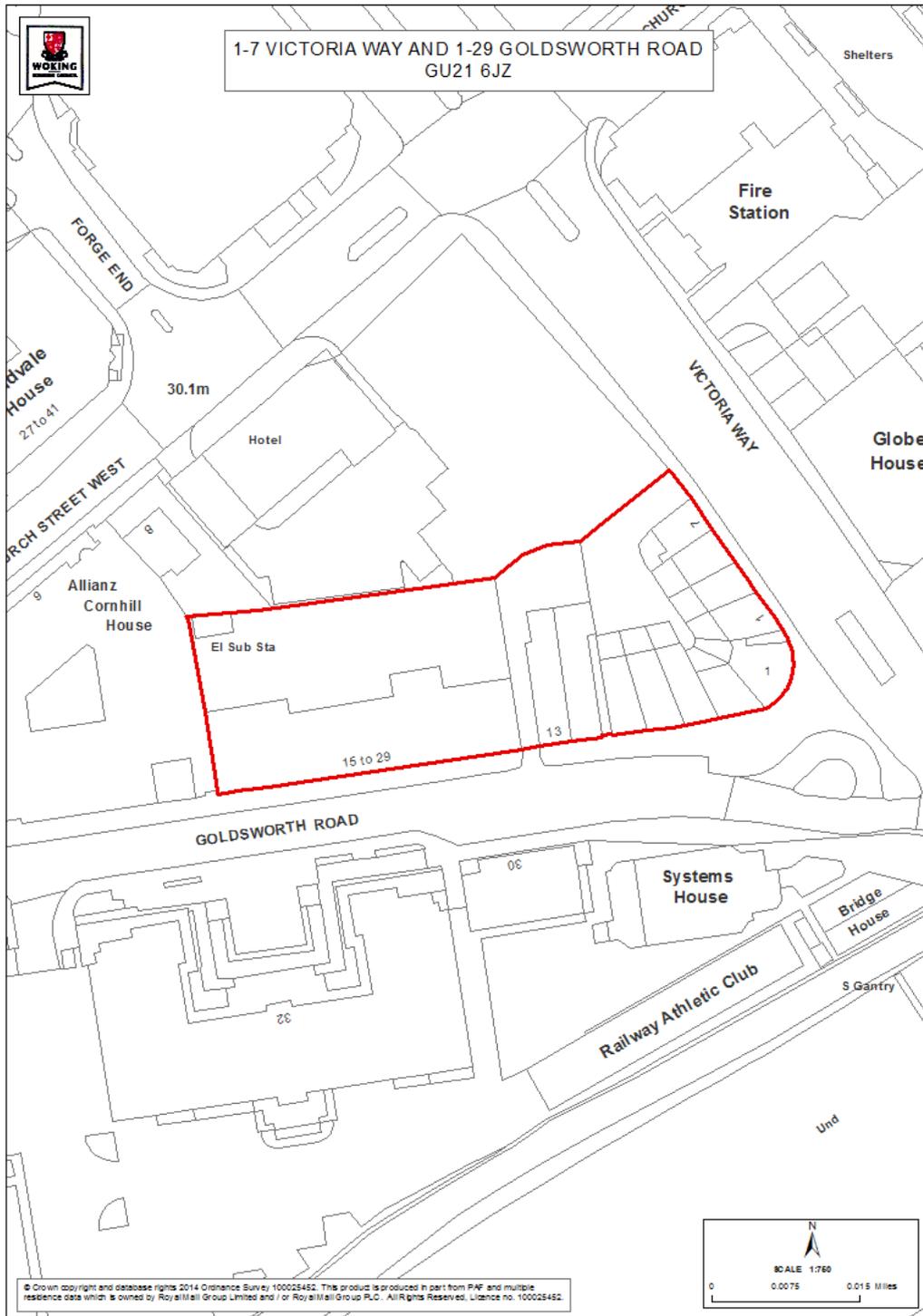
- It is expected that the site would come forward for development during the next 6-10 years;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

Key evidence base:

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

Proposal reference: UA14

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





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

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

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

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

enhances the local and wider Town Centre character;

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

planning application for the development of the site;

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

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

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

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

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

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

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

Delivery arrangements:

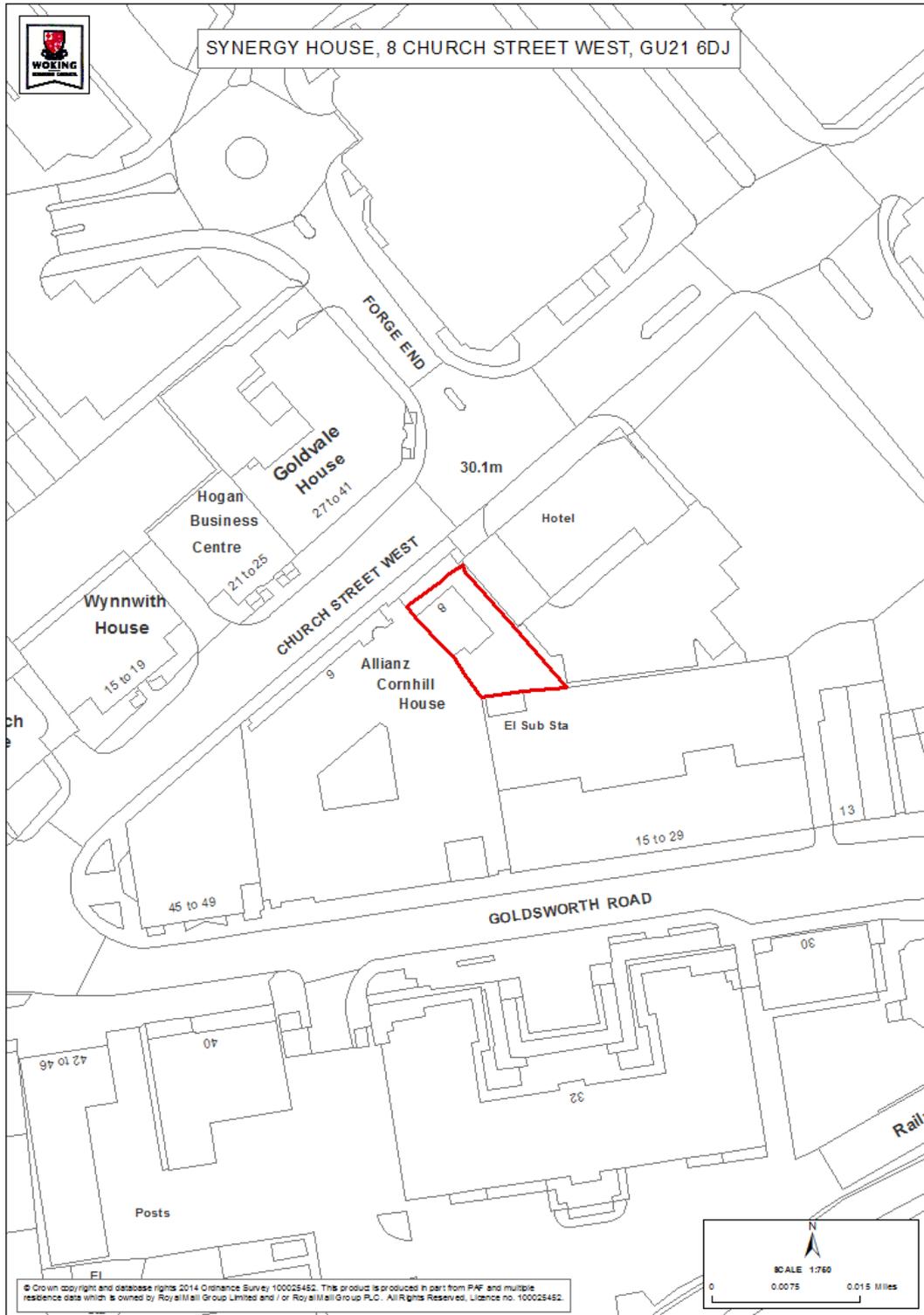
- It is expected that the site would come forward for development during the next 11-15 years;
- The site is in multiple ownership and land assembly may be complex.
- The landowners have been contacted.

Key evidence base:

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

Proposal reference: UA15

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





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

This 0.02 ha. site is allocated for office development.

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

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

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

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

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

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

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

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

Delivery arrangements:

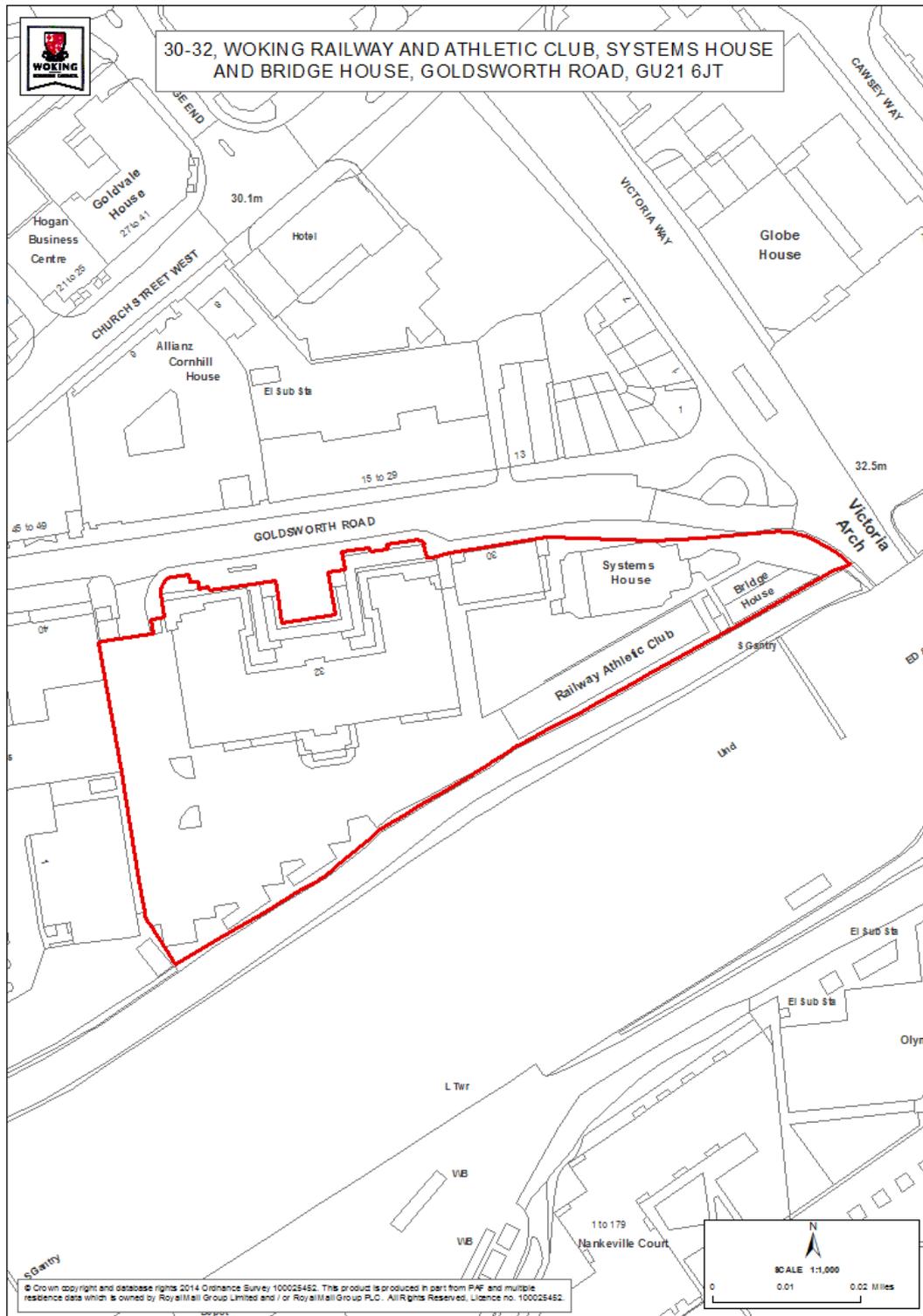
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted

Key evidence base:

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

Proposal reference: UA16

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





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

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

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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

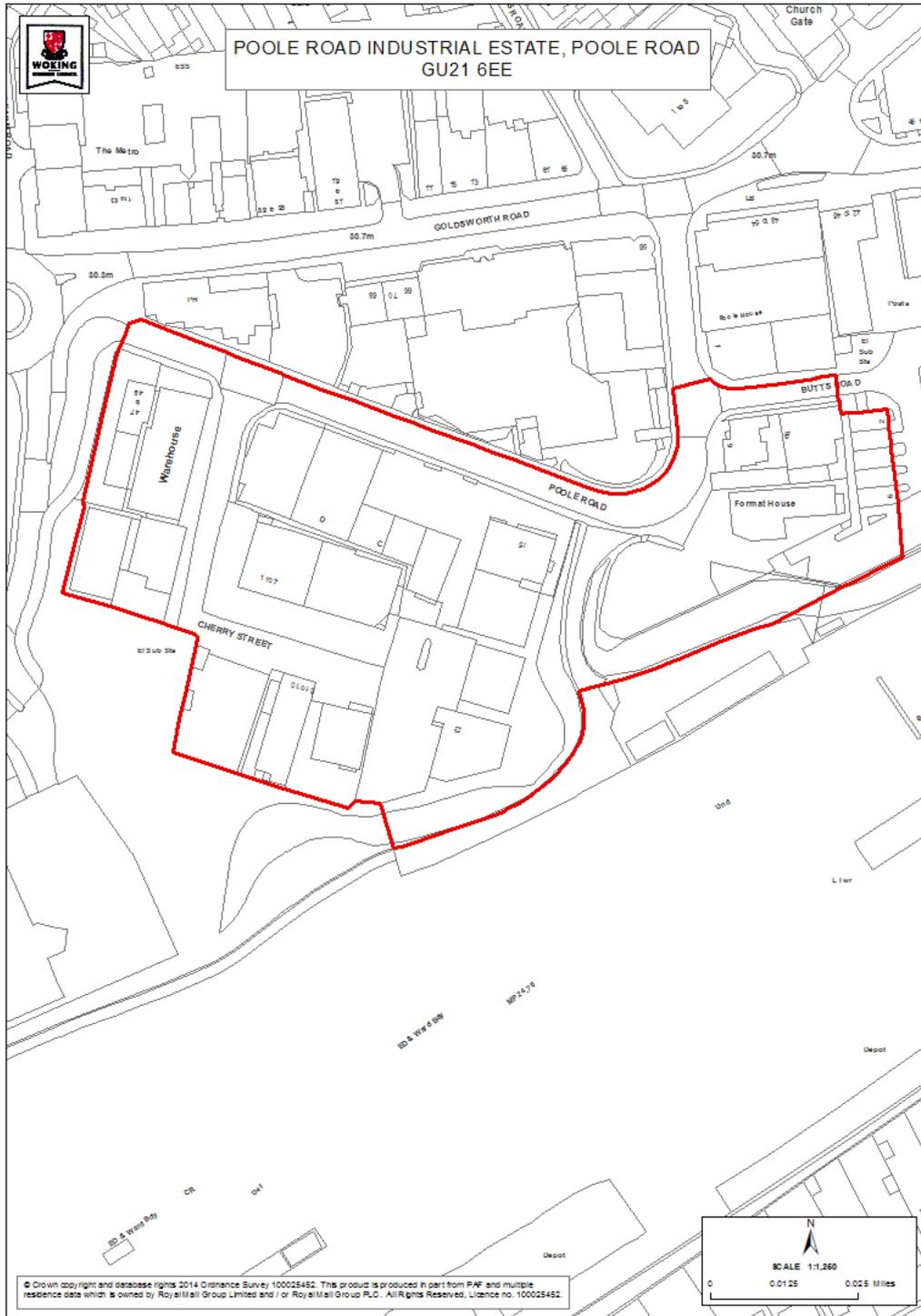
- The site is in multiple ownership, some land assembly will be required.
- The majority of the site (excluding Systems House) is currently in operational use
- Landowners have been contacted to determine the availability of site for development.

Key evidence base:

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

Proposal reference: UA17

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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

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

Proposal reference: UA18

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





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

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

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

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

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

achieved;

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

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

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

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

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

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

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

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

Delivery arrangements:

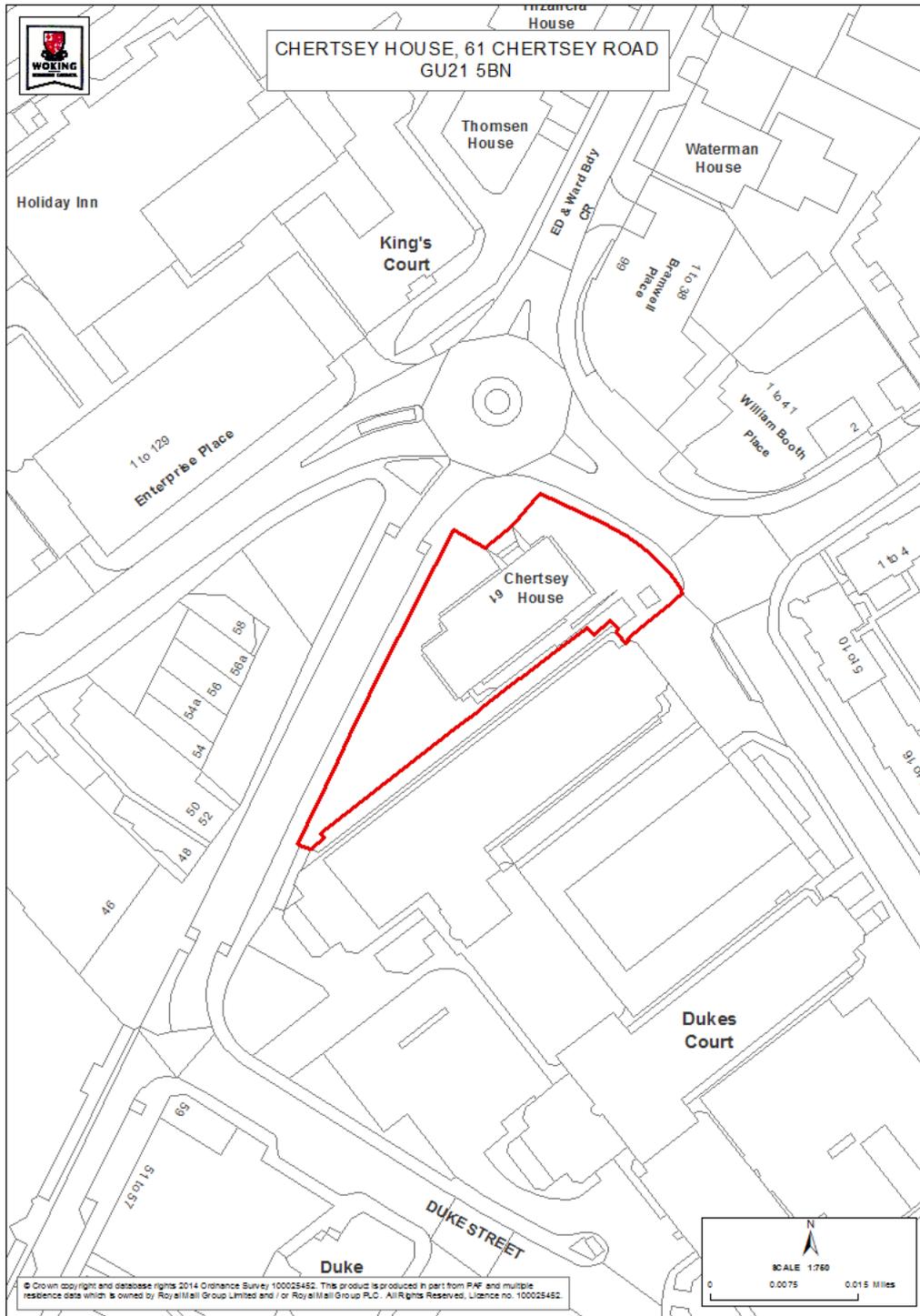
- It is expected that the site would come forward for development the next 11-15 years;
- This would be as a developer-led scheme;
- Properties will be in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.
- There is potential for the site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

Key evidence base:

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

Proposal reference: UA19

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





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

This 0.12 ha. site is allocated for office development.

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

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

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

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

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

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

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

Delivery arrangements:

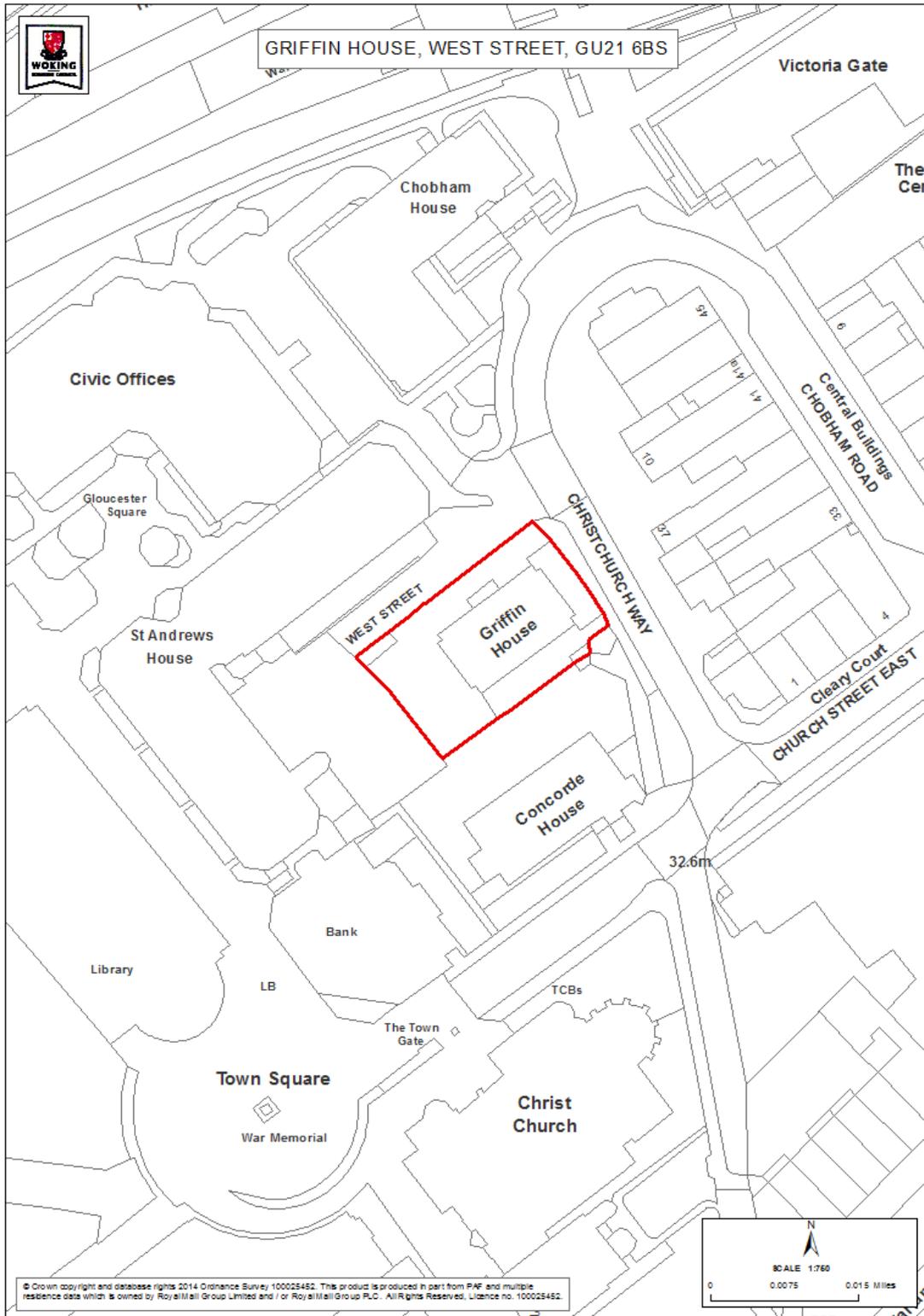
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:

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

Proposal reference: UA20

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





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

This 0.08 ha. site is allocated for office development.

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

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

the development;

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

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

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

Delivery arrangements:

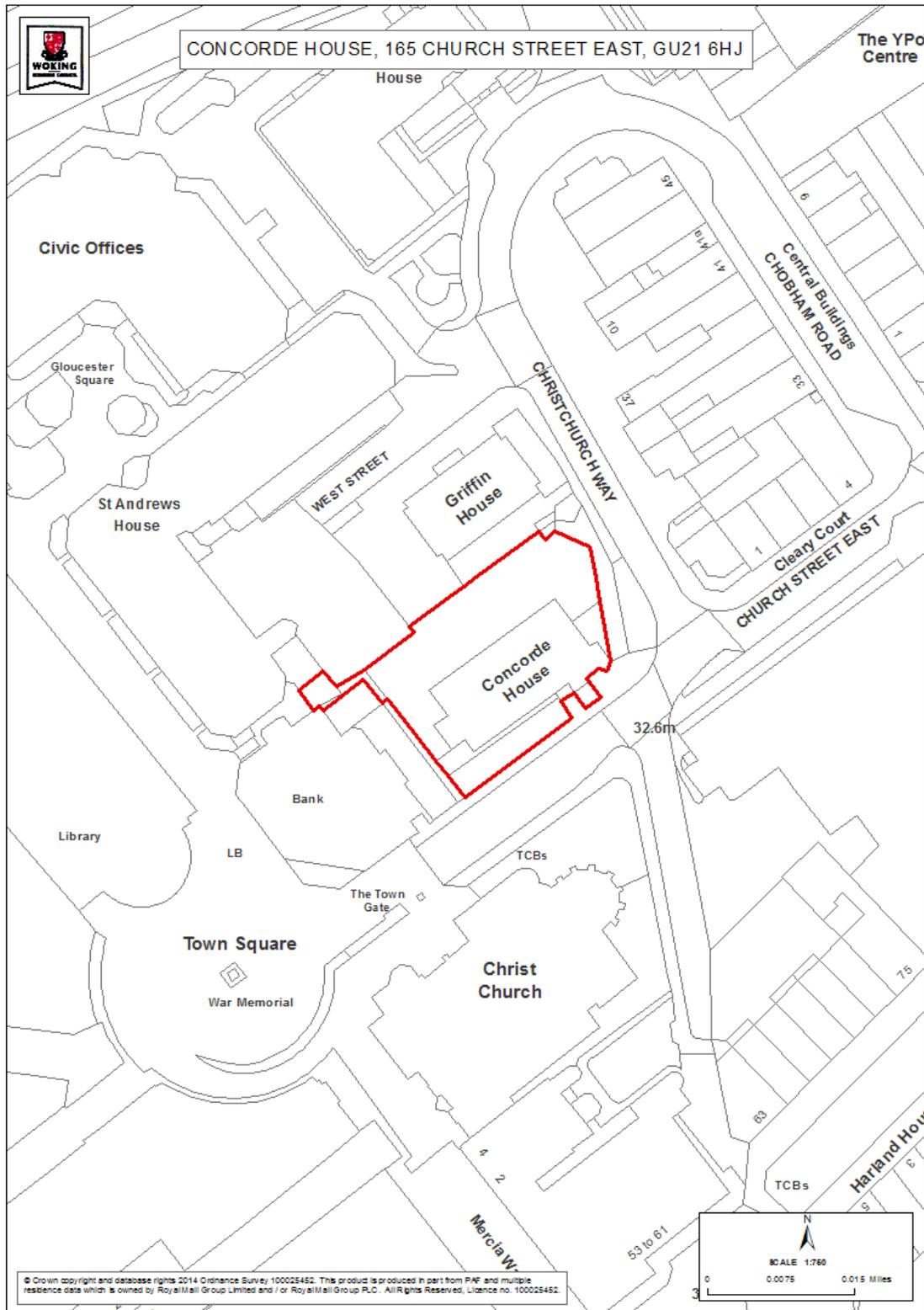
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:

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

Proposal reference: UA21

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





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

This 0.1 ha. site is allocated for office development.

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

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

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

Design of development to have regard to listed building adjacent.

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

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

Delivery arrangements:

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

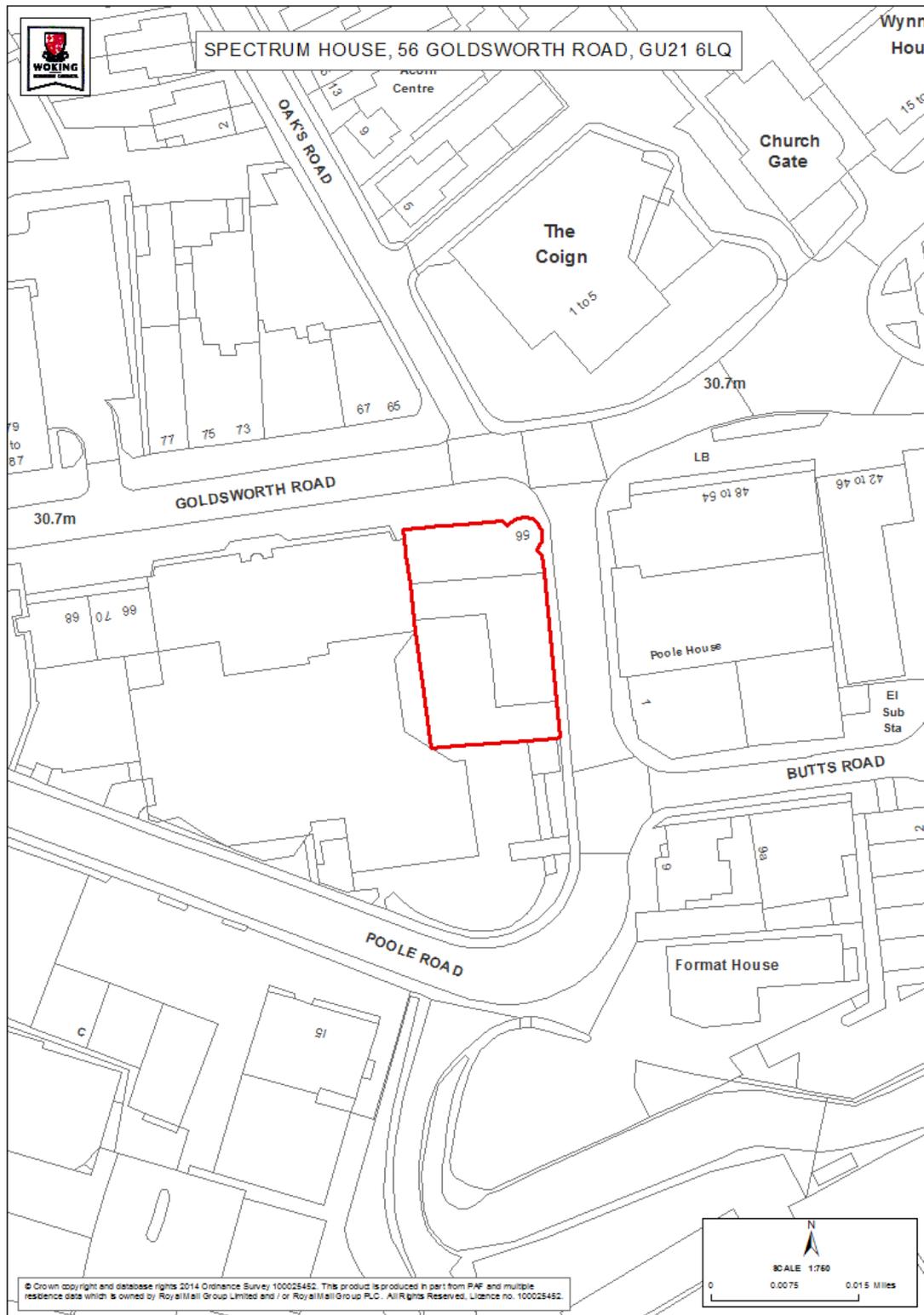
Key evidence base:

- Employment Land Review

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

Proposal reference: UA22

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





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

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

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

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

interest and vibrancy to the street;

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

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

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

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

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

Delivery arrangements:

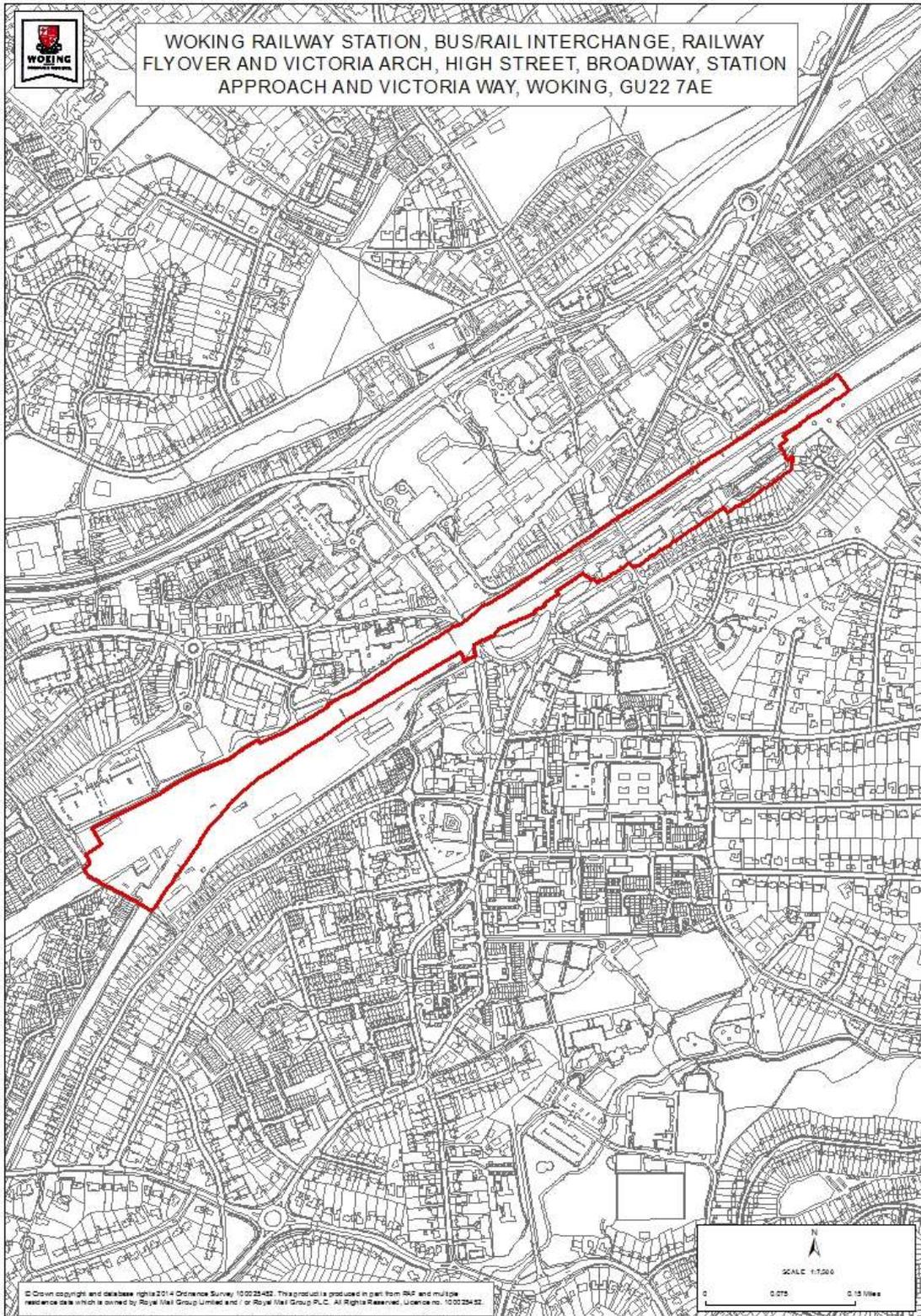
- It is expected that the site would come forward for development during years 1 - 5 of the Core Strategy period;
- The site is currently vacant and is available for development immediately.

Key evidence base:

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

Proposal reference: UA23

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







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

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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

Proposal reference: UA24

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





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

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

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

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

enhances the local and wider Goldsworth Park character;

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

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

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

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

It is anticipated that the site could yield 11 dwellings.

Delivery arrangements:

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

Key evidence base:

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

Goldsworth West

Proposal reference: UA25

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





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

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

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

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

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

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

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

Delivery arrangements:

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

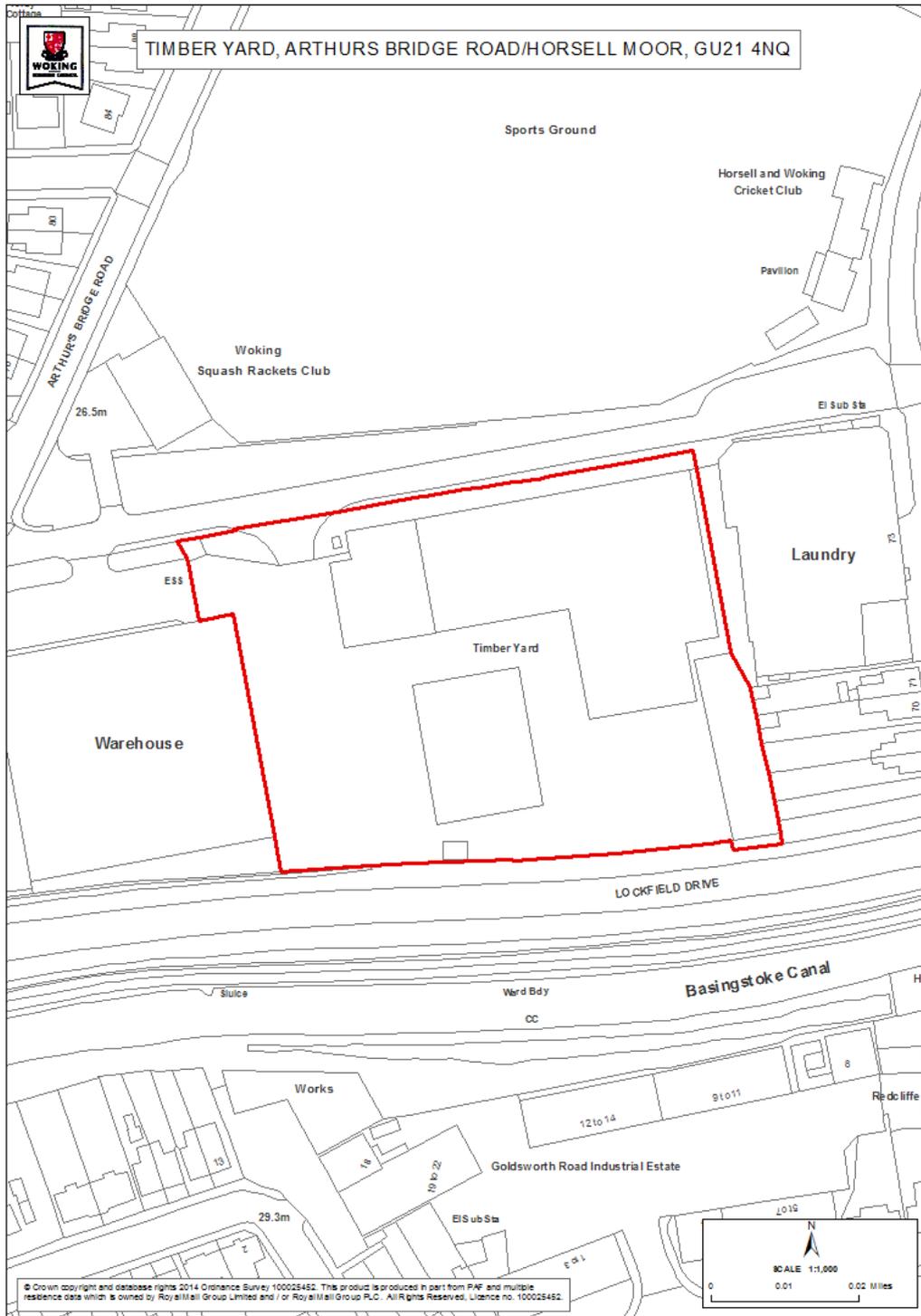
Key evidence base:

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

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:

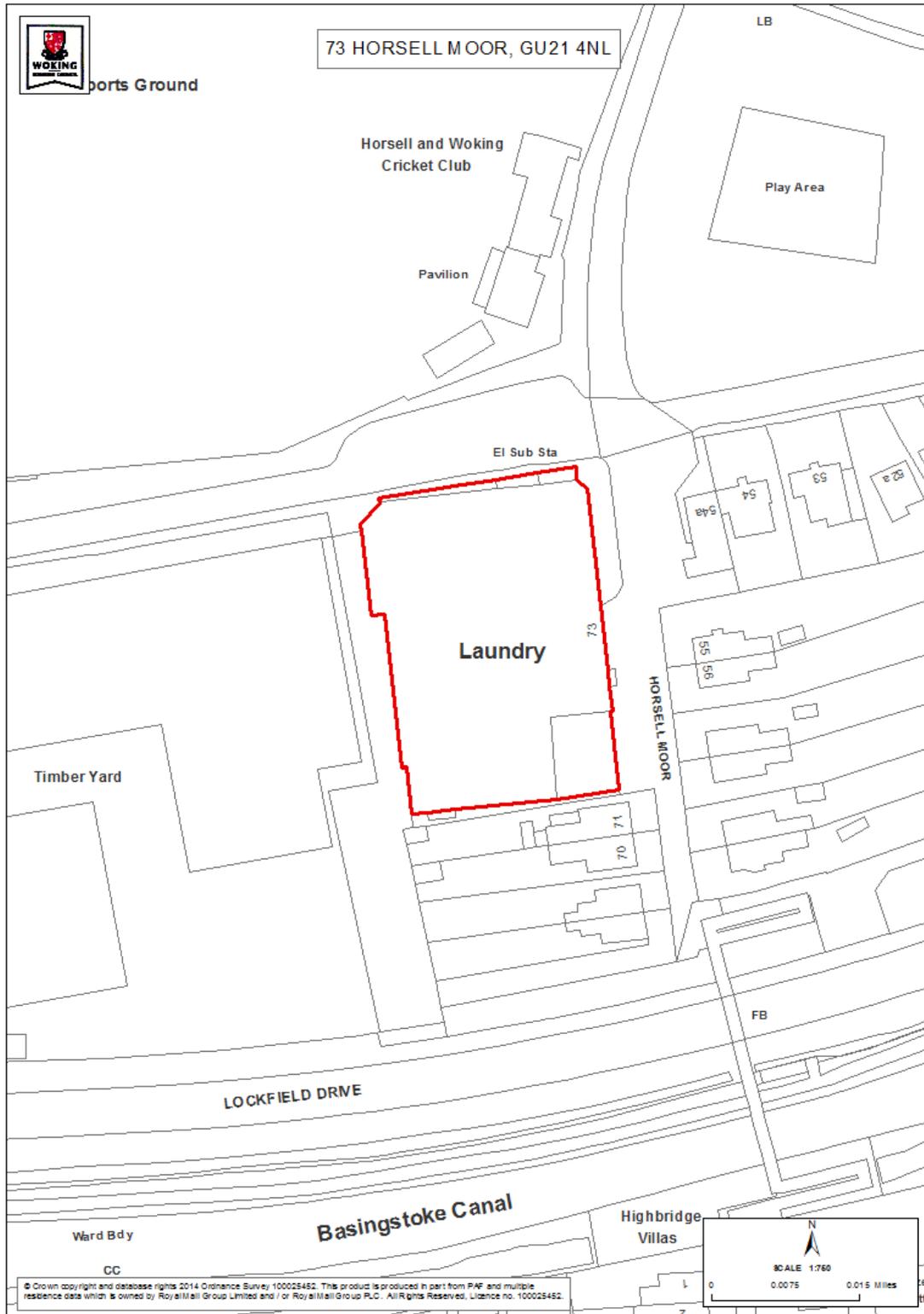
- The site is expected to come forward in the next 6-10 years, subject to relocation of the existing employment use to an alternative location;
- The landowners have been contacted.

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:

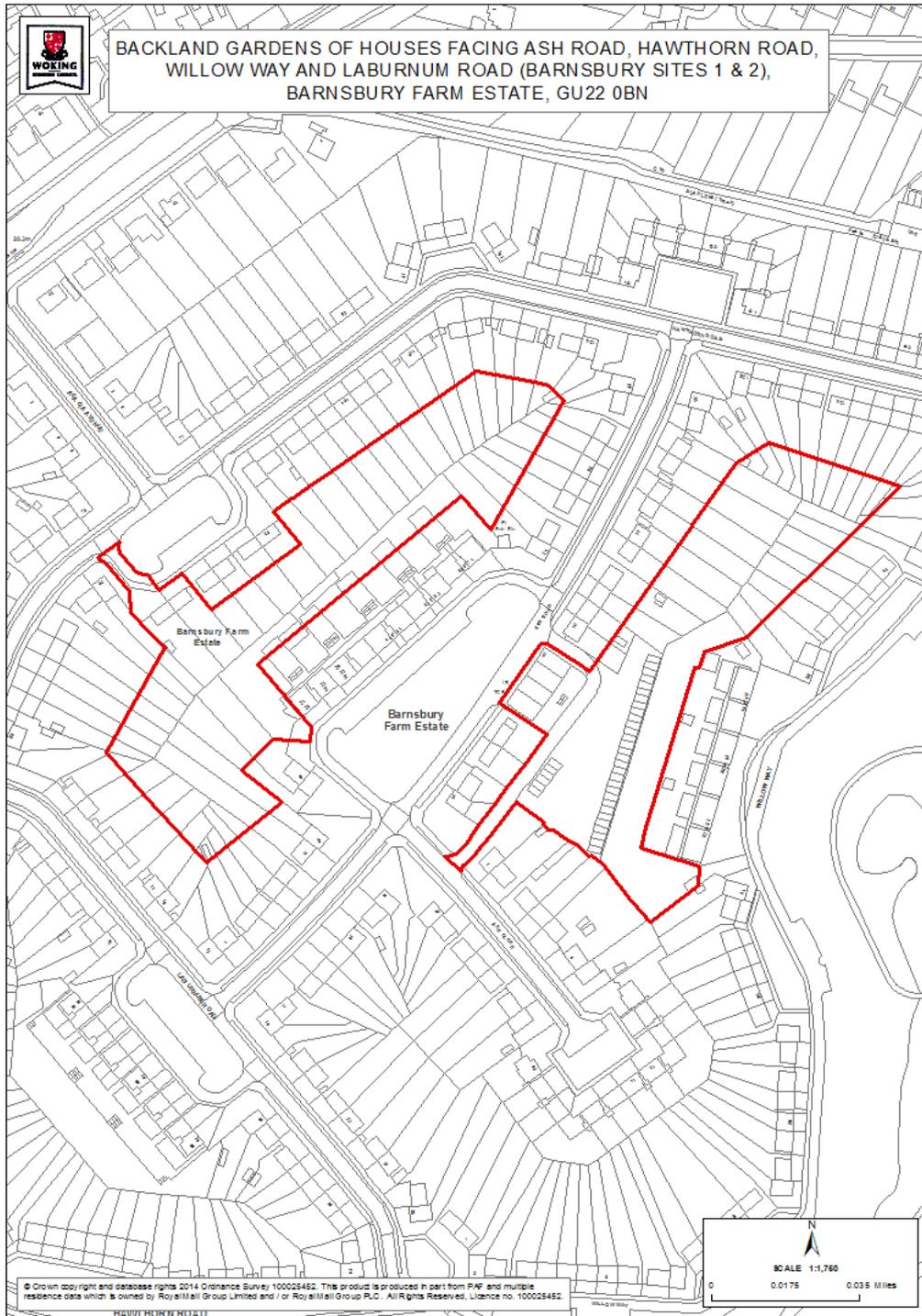
- Strategic Housing Land Availability Assessment (SHLAAGE019b)
- County Highway Authority Transport Assessment
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy

- 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:

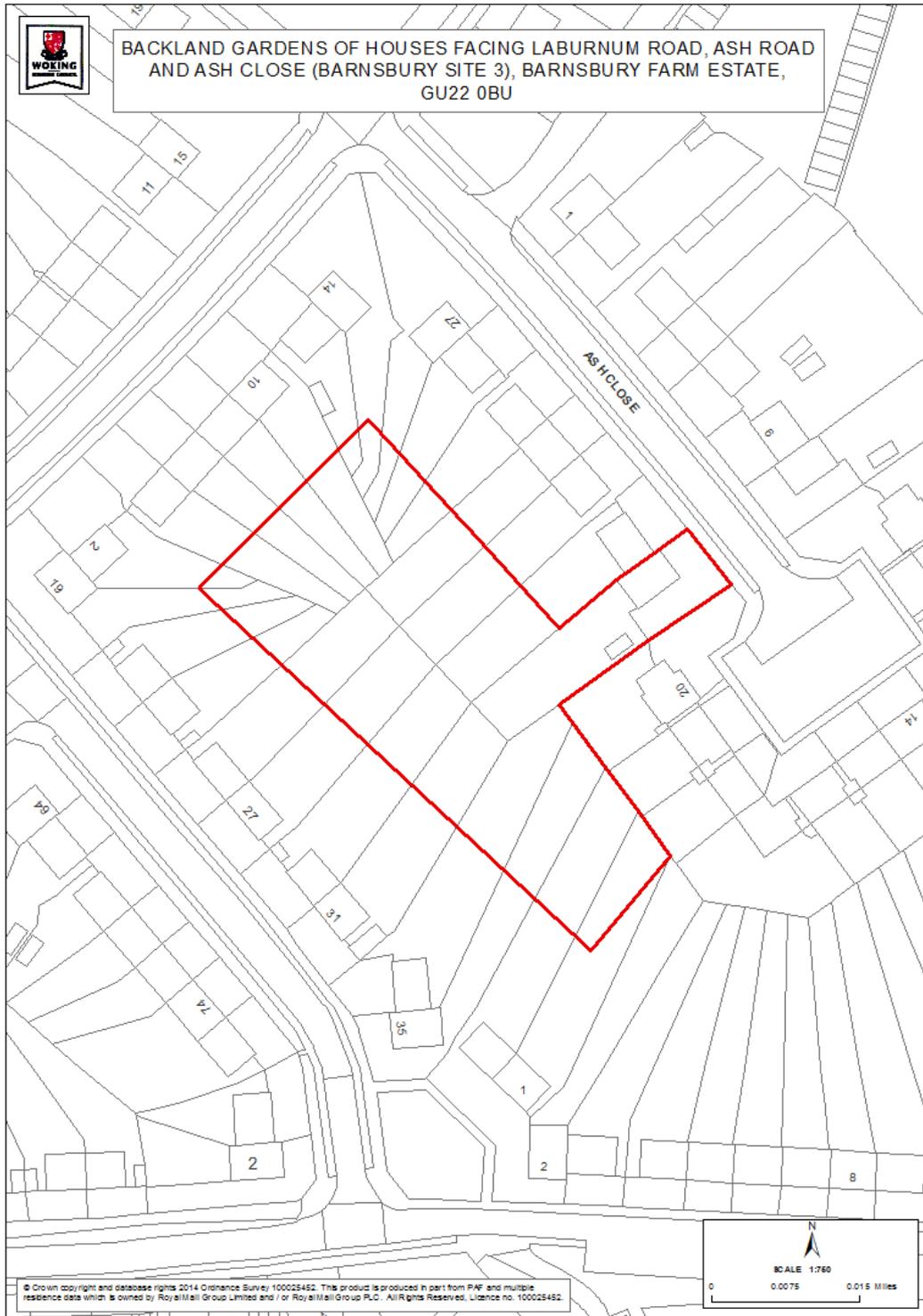
- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

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:

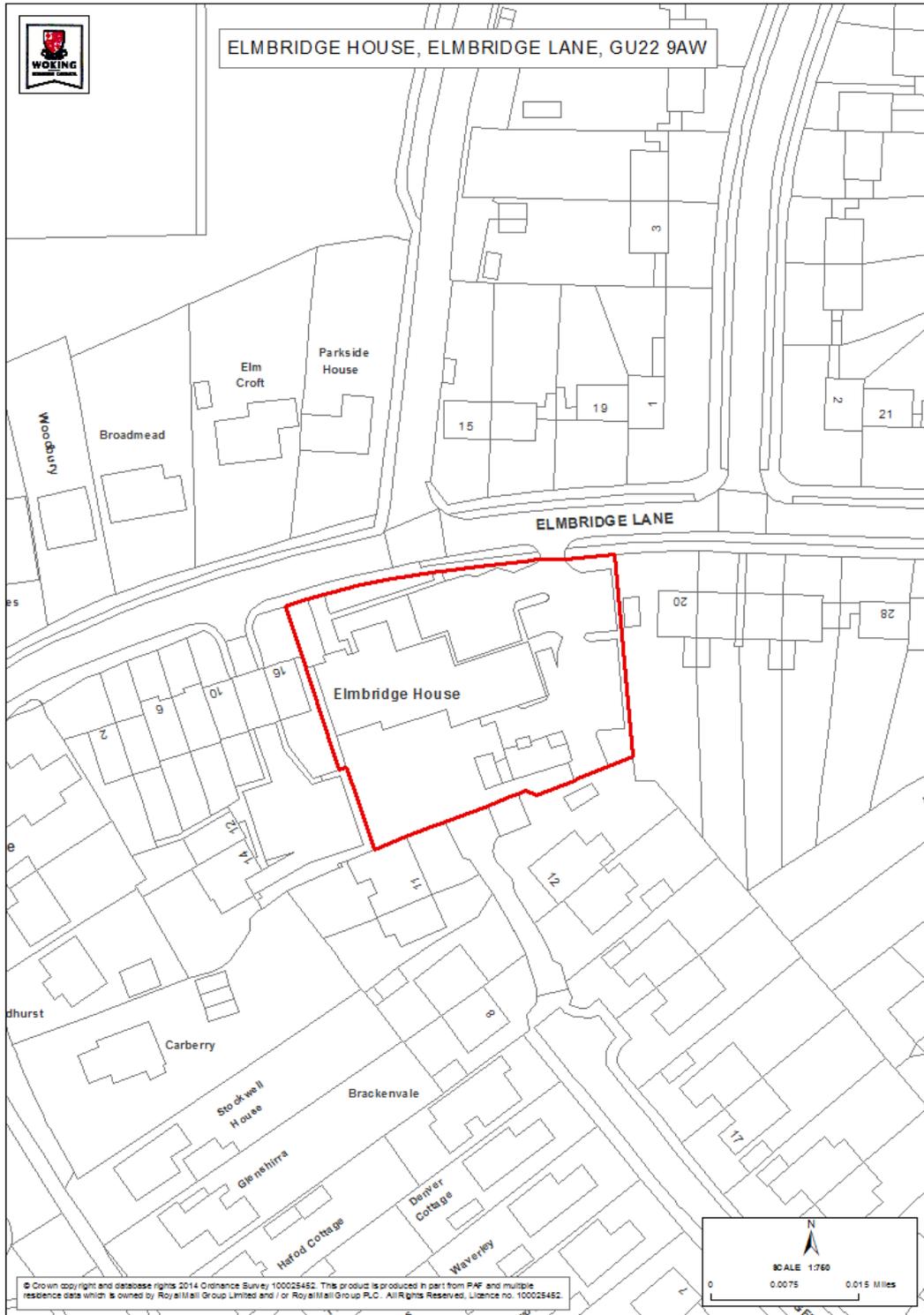
- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

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:

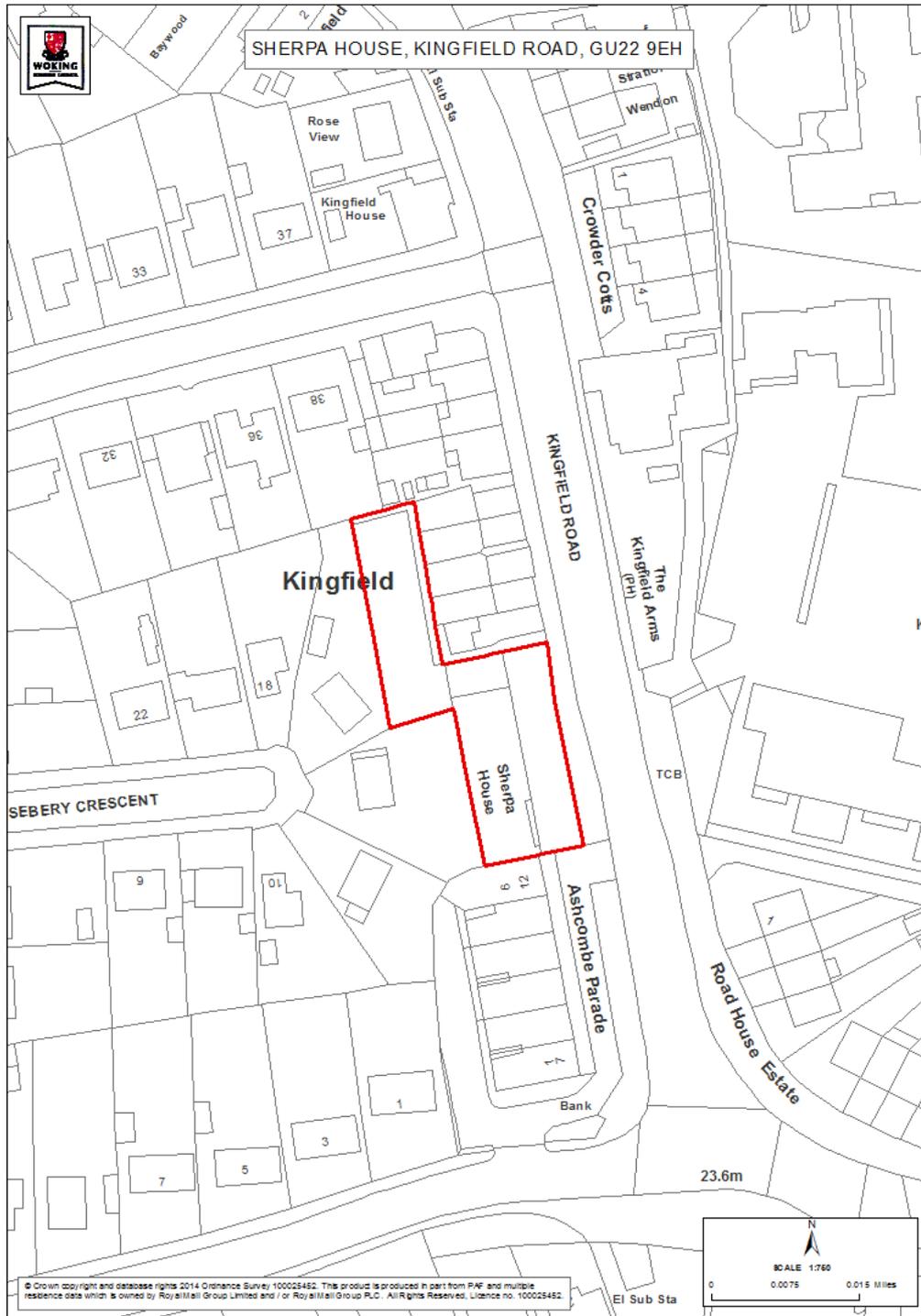
- The site is expected to come forward in the next 5 years;
- The landowner has been contacted.

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.

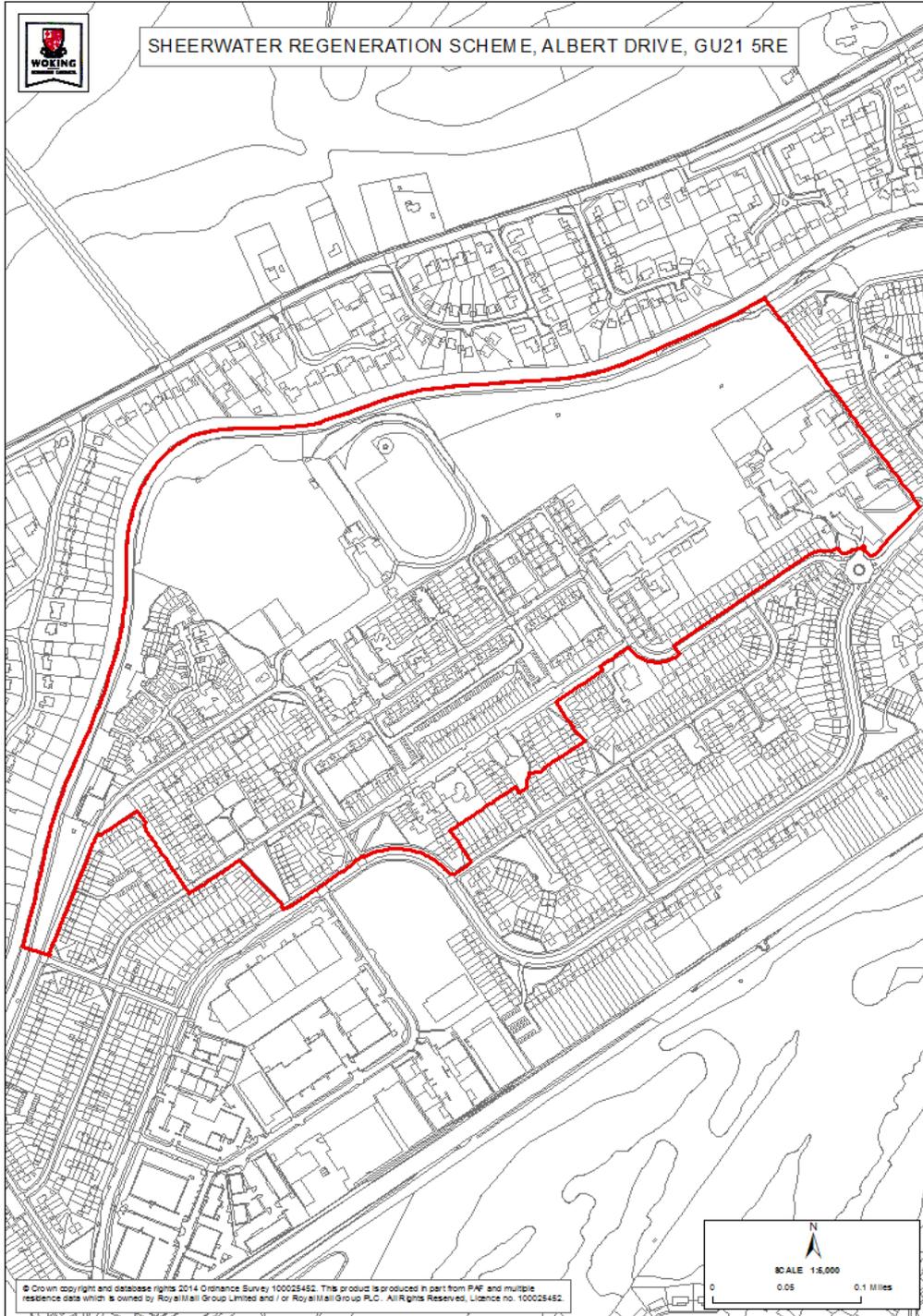
Key evidence base:

- 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

Proposal reference: UA33

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





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);

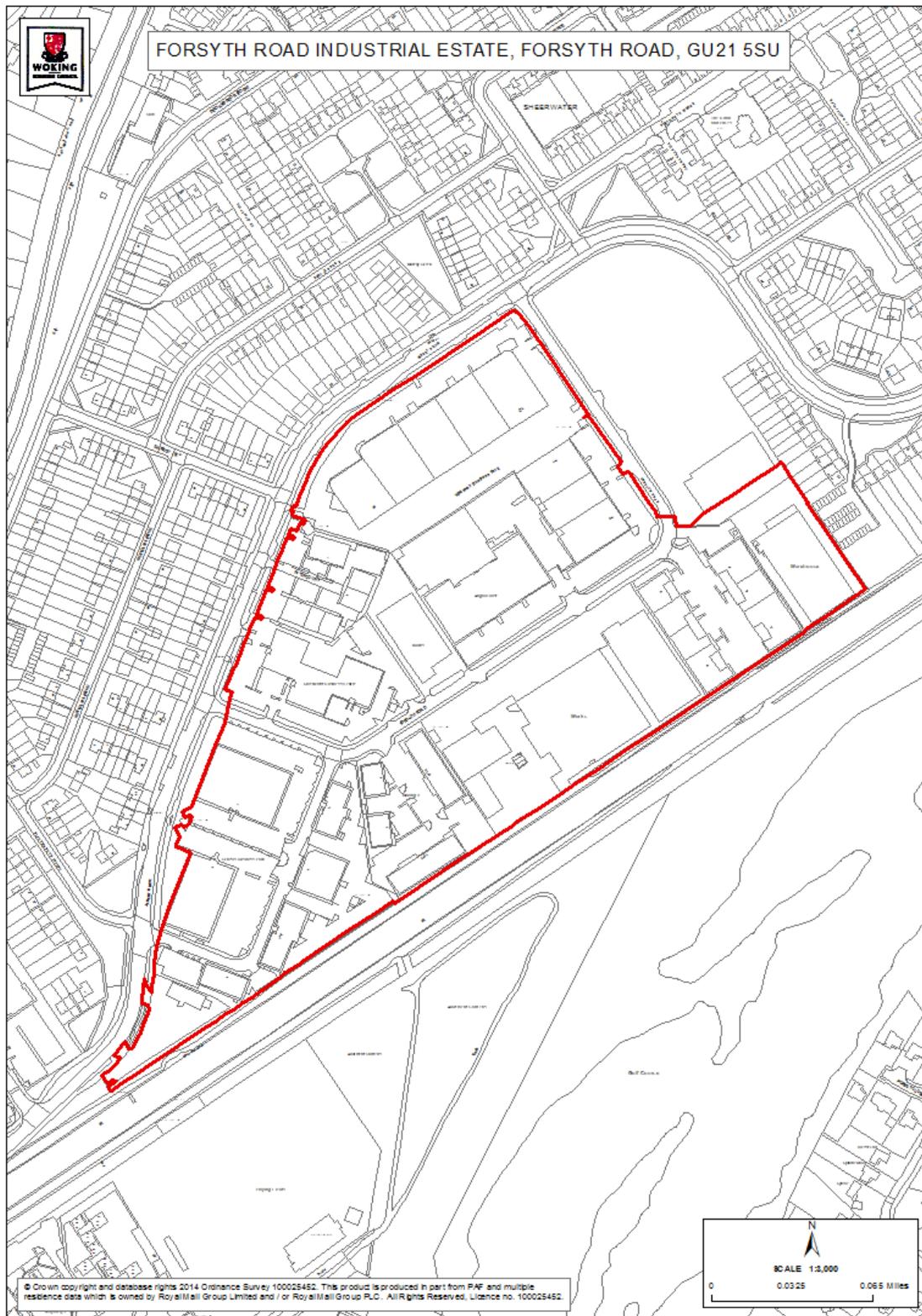
- The land is in multiple ownership. With earlier and unimplemented planning permissions on different elements of the site, it is considered that the landowners are willing to redevelop the site. The site is being promoted to the Council;
- Some of the offices are in use;
- Land assembly required by 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:

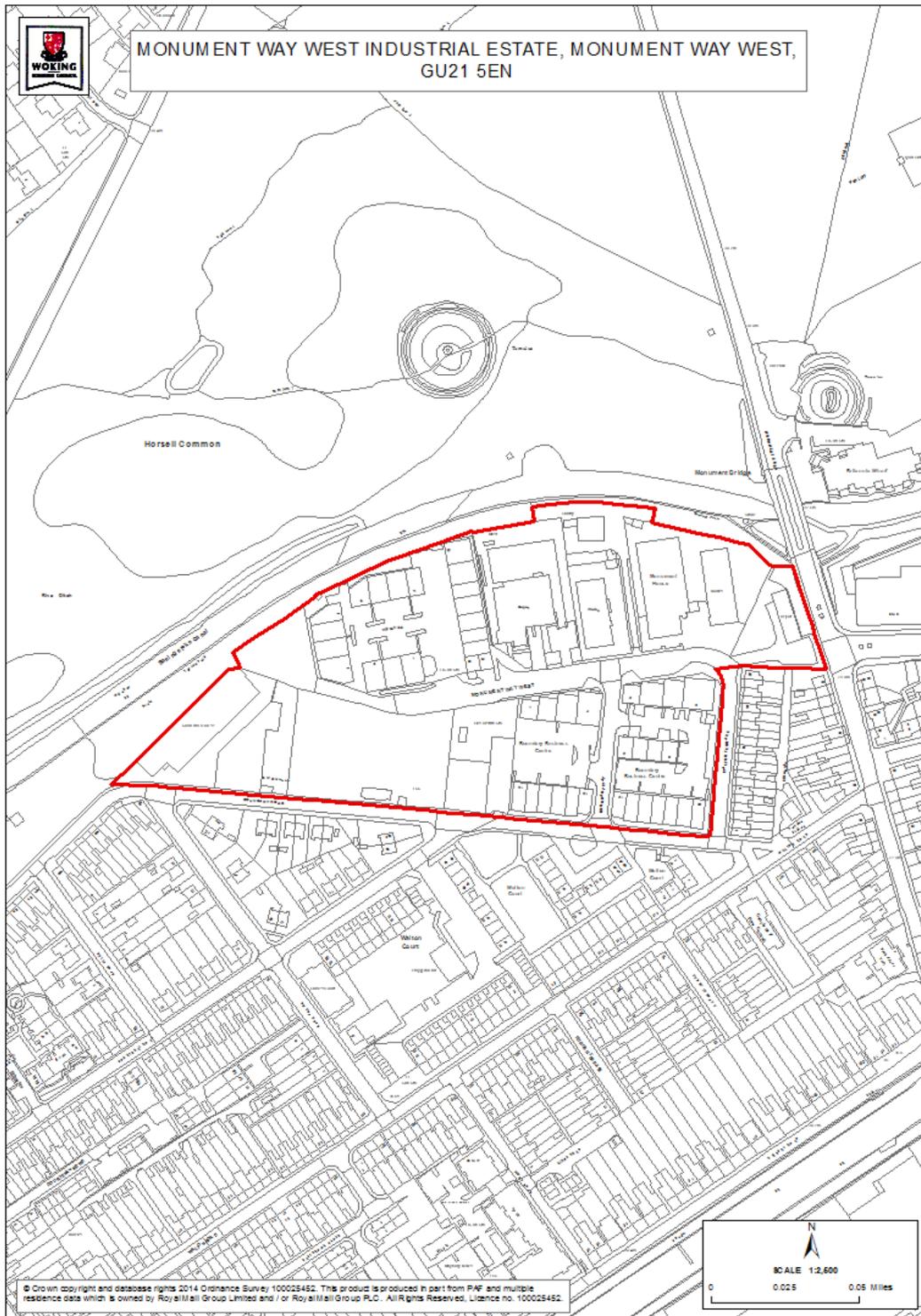
- It is expected that individual development opportunities will arise over the next 15 years;
- These will developer-led
- The landowner's agent has been contacted.

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:

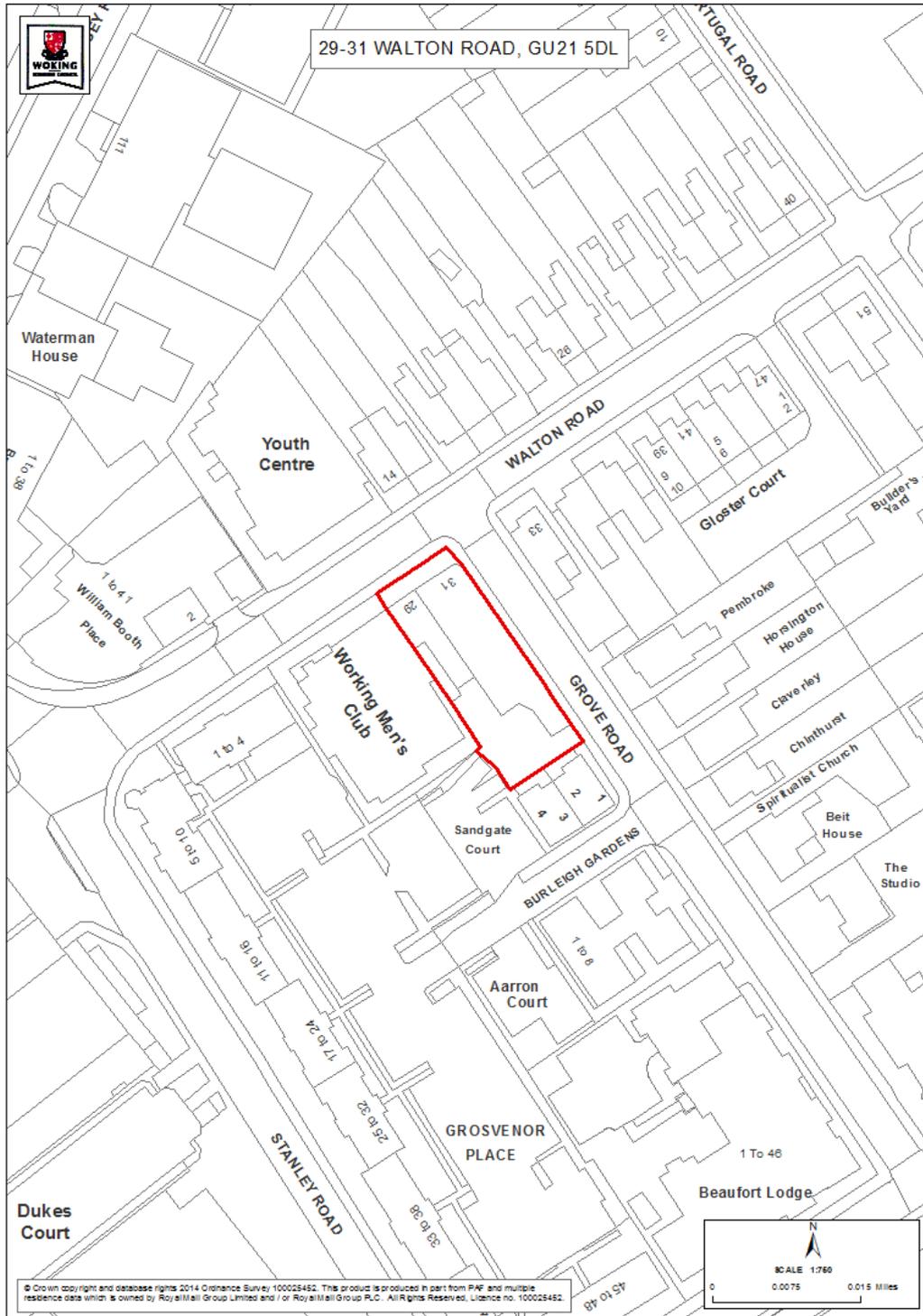
- The site is expected to come forward within the next 11-15 years;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership, some land assembly would be required.

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:

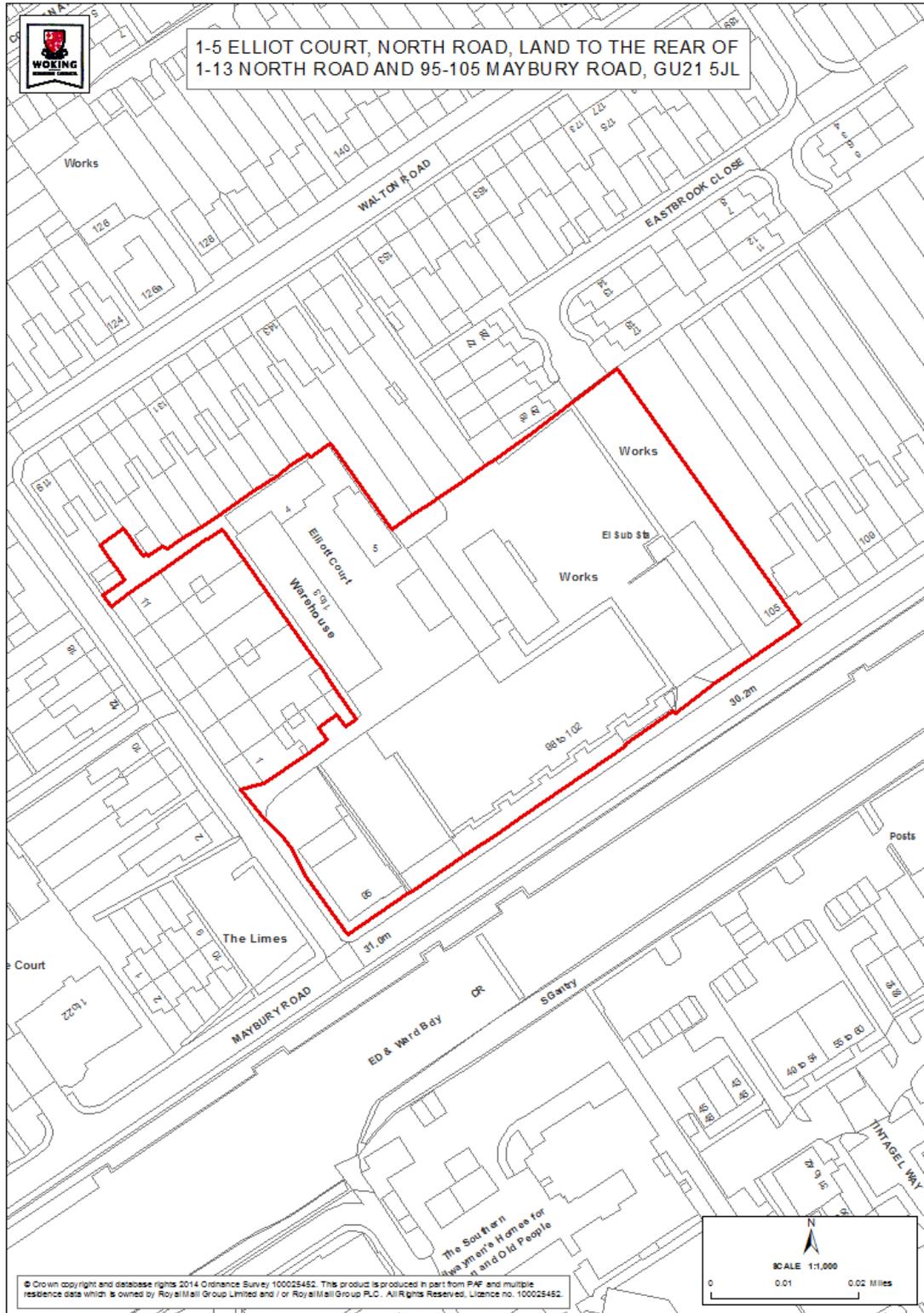
- The site is expected to come forward within the next 5 years;
- The landowner has been contacted.

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.

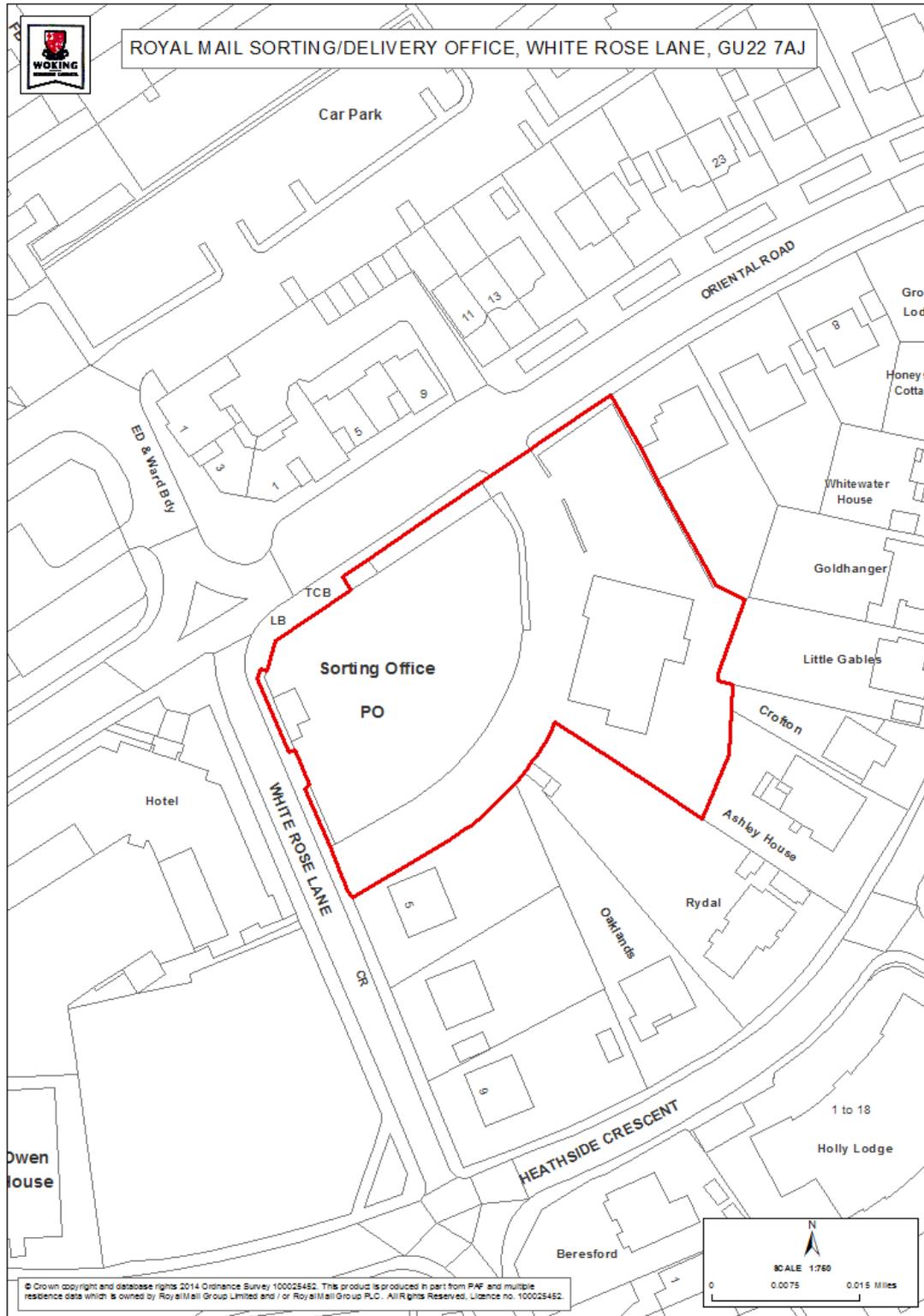
Key evidence base:

- 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.





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.

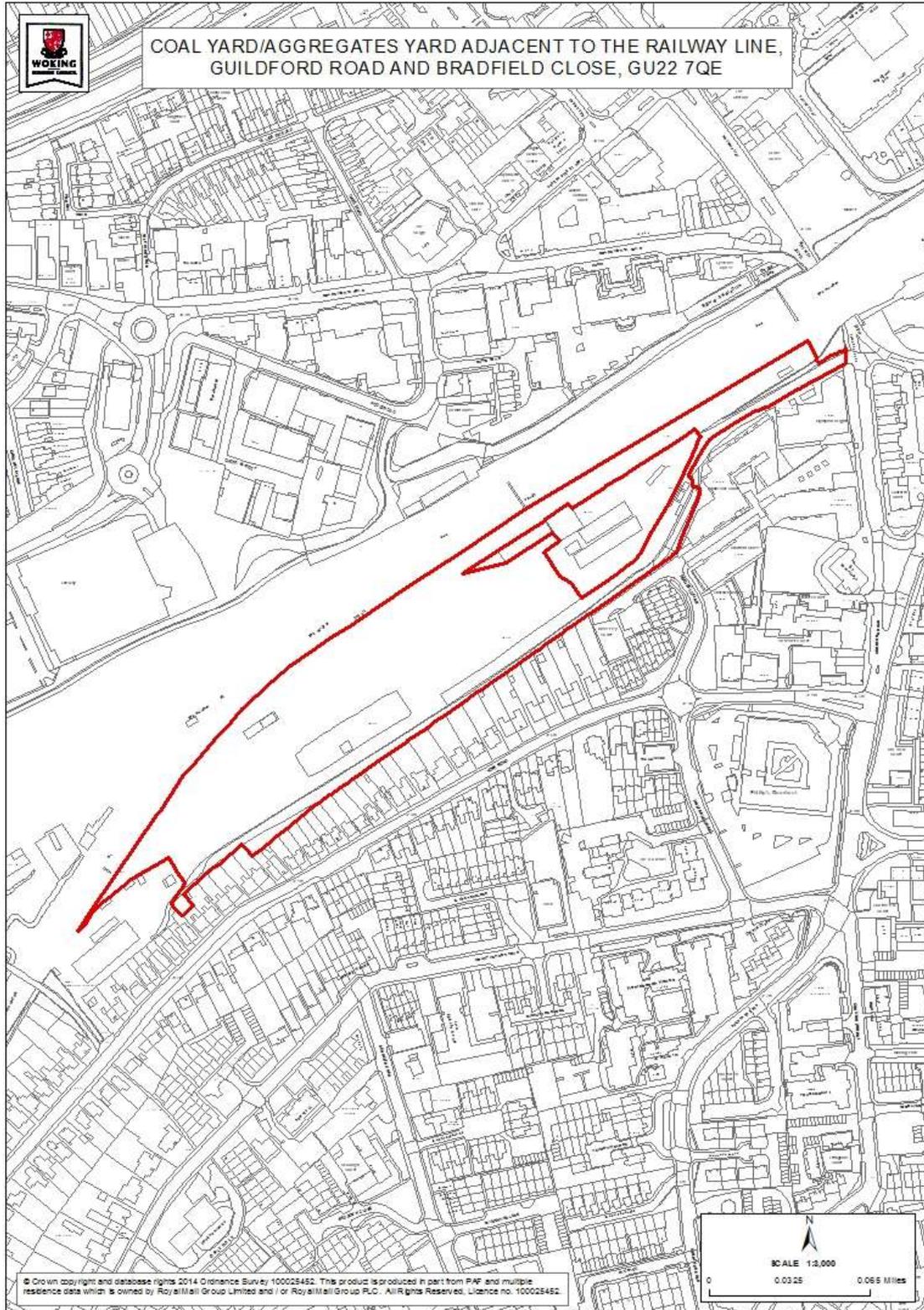
Key evidence base:

- 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:

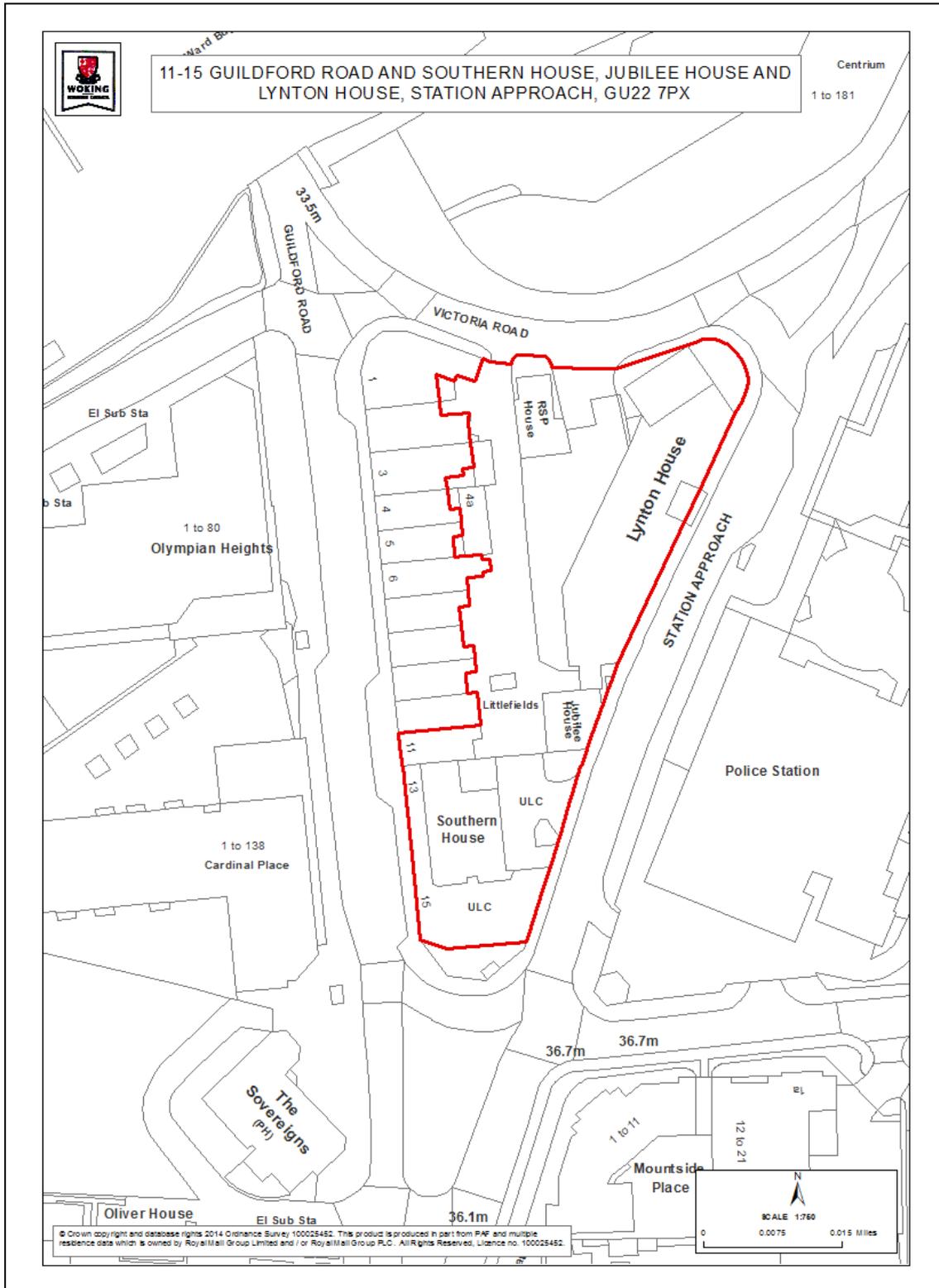
- The site is expected to come forward within the next 11 – 15 years, subject to relocation of the existing occupier to a suitable alternative (having regard to the requirements of the Surrey Minerals Plan);
- The site is available for residential development. The land is available, subject to relocation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

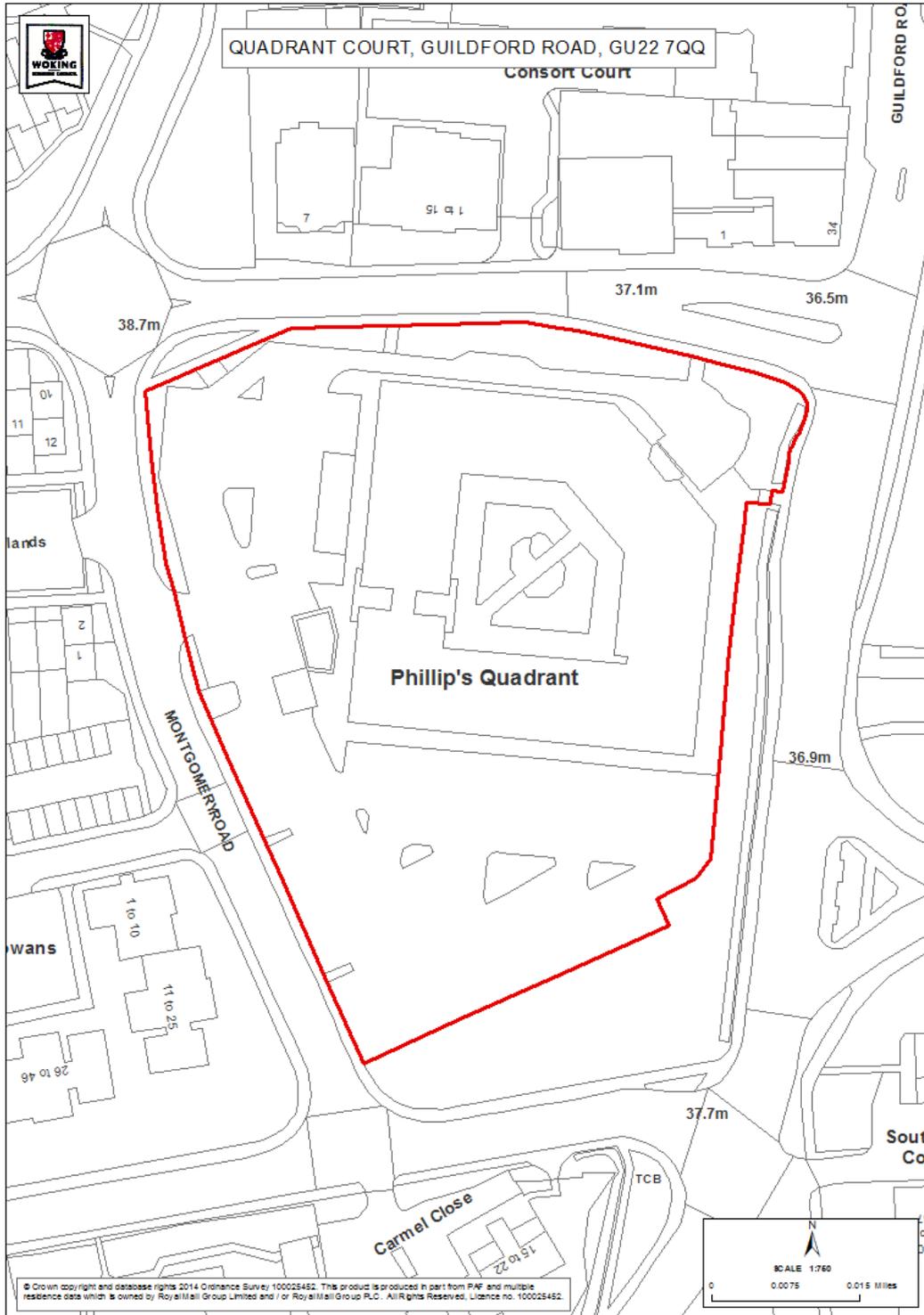
- It is expected that the site would come forward for development during the next 11-15 years;
- This would be as a developer-led scheme;
- The site is in multiple ownership and site assembly may be complex.

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:

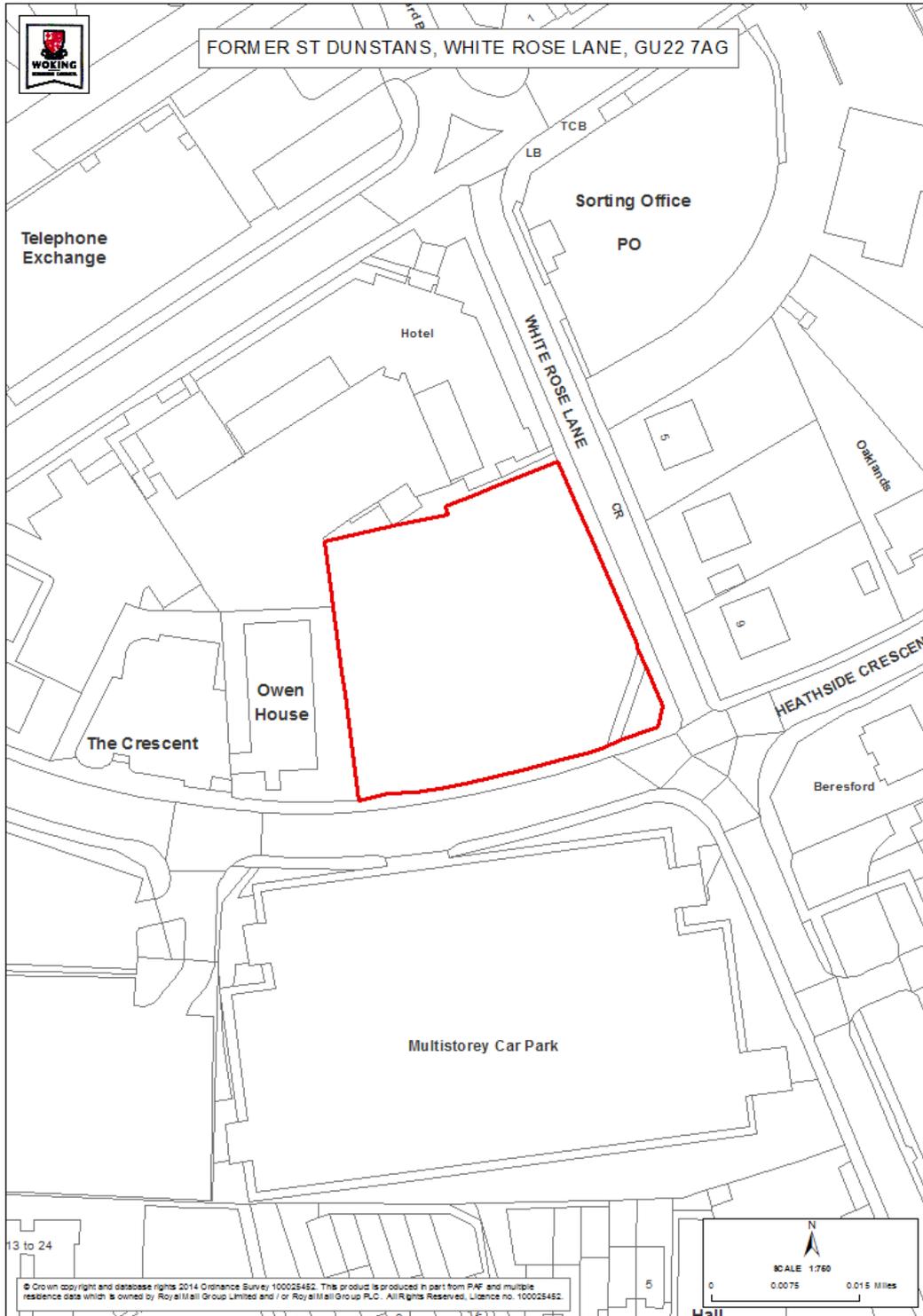
- The site is expected to come forward within the next 11 – 15 years, subject to the views of the landowner.
- The land owner, Surrey County Council, has been contacted.

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:

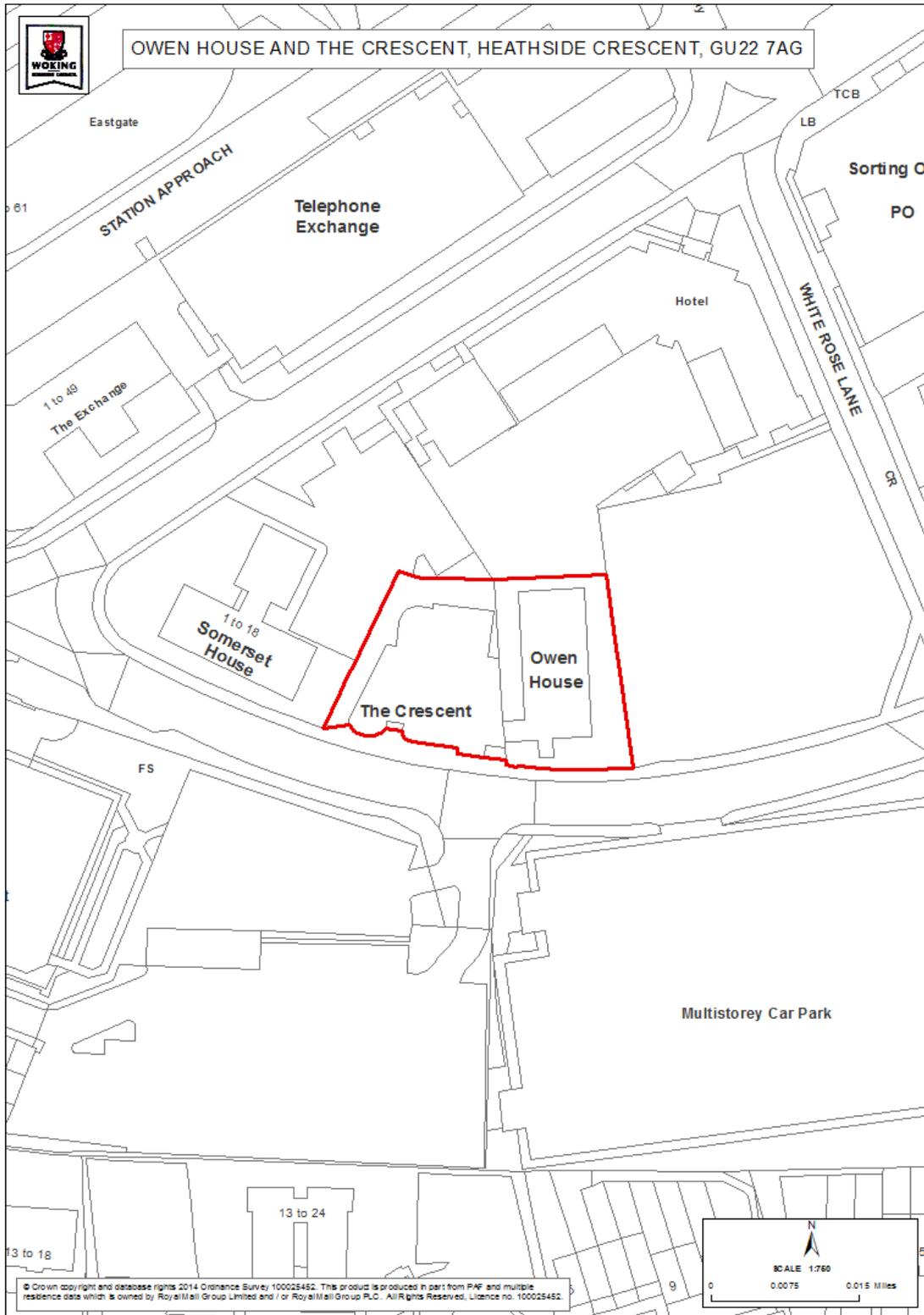
- The site is expected to come forward within the next 6-10 years;
- The land owner has been contacted;
- The land is in single ownership and is available.

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.

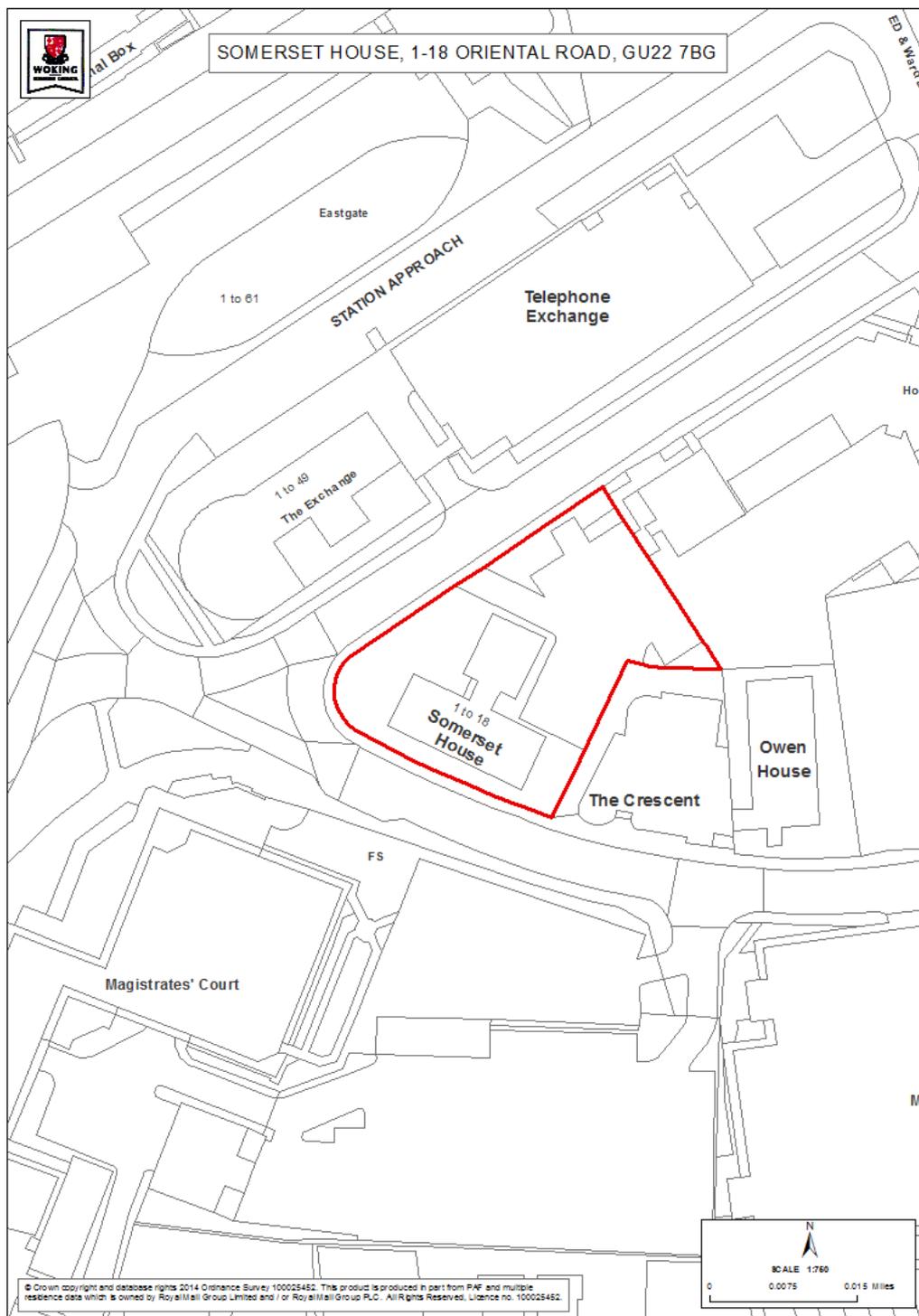
Key evidence base:

- 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.

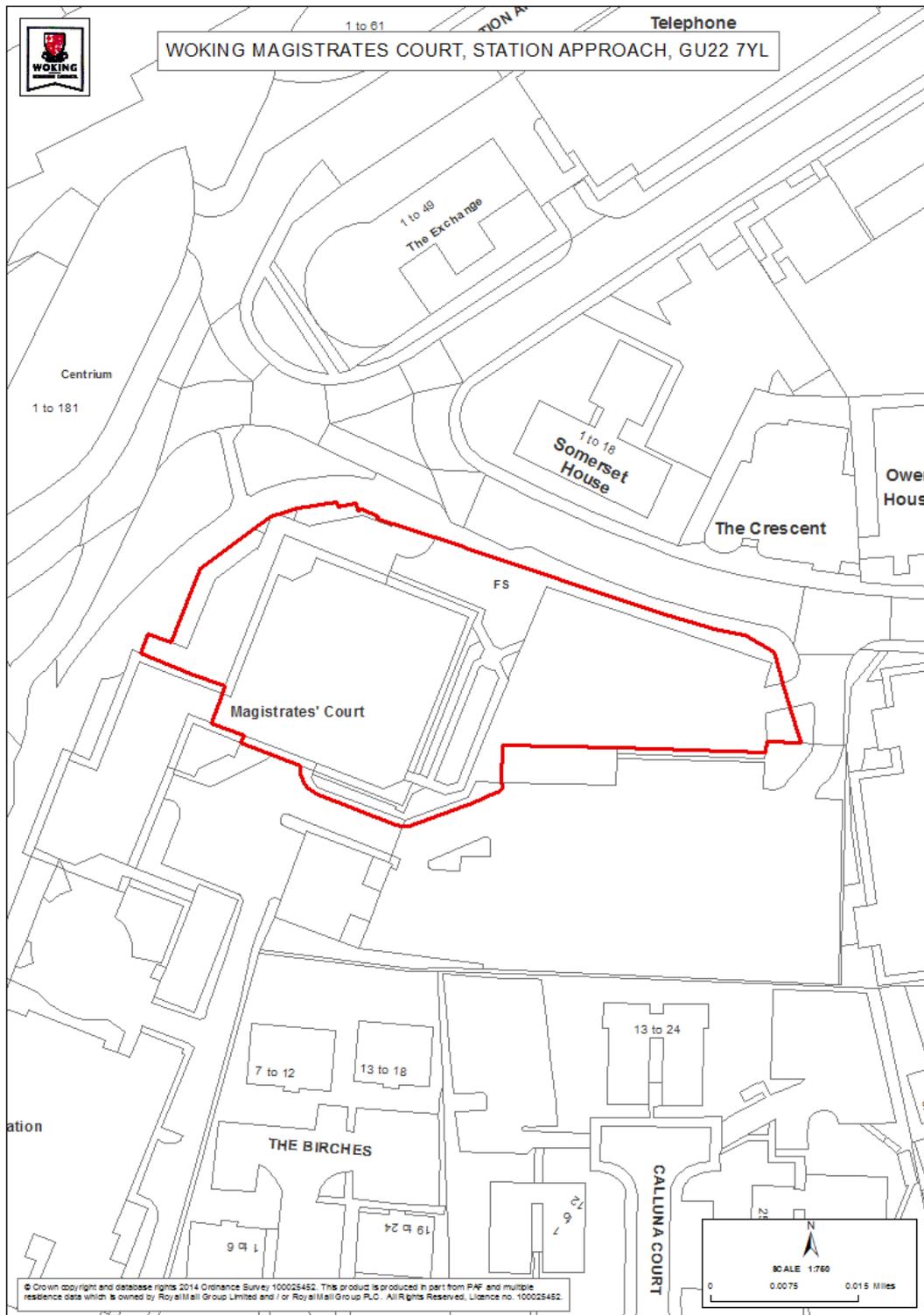
Key evidence base:

- 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.

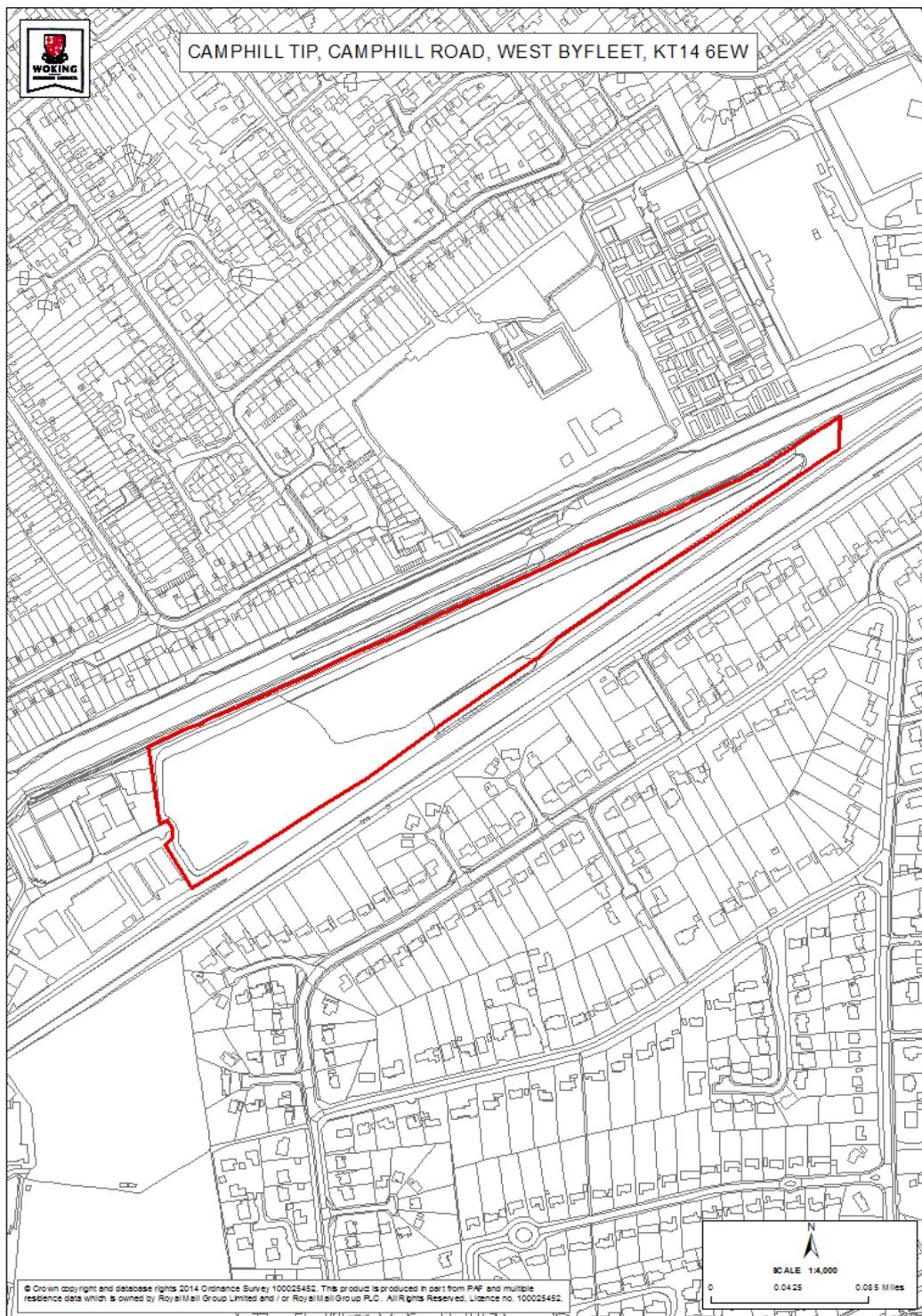
Key evidence base:

- 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:

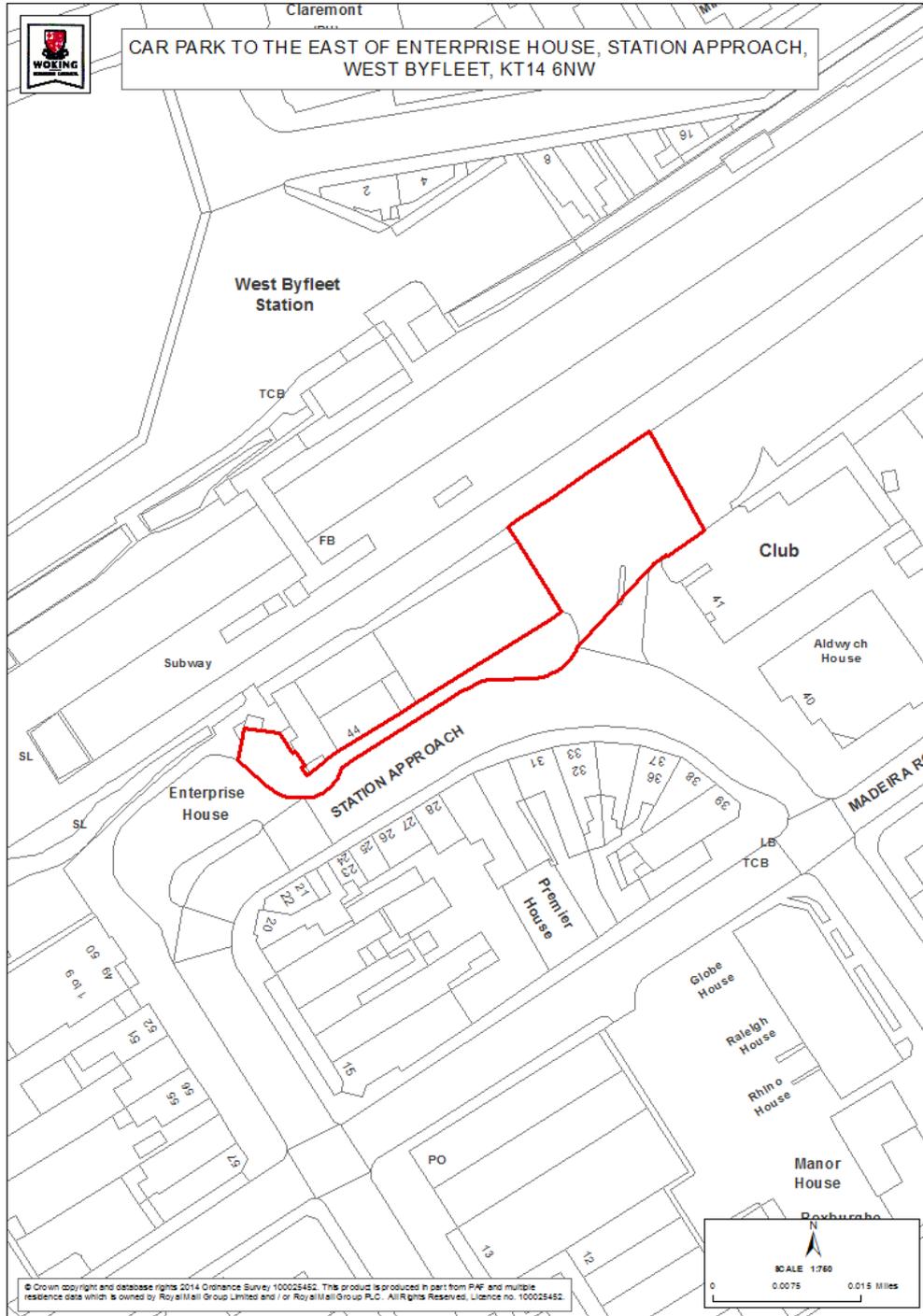
- It is expected that the site would come forward for development during the next 11-15 years.

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:

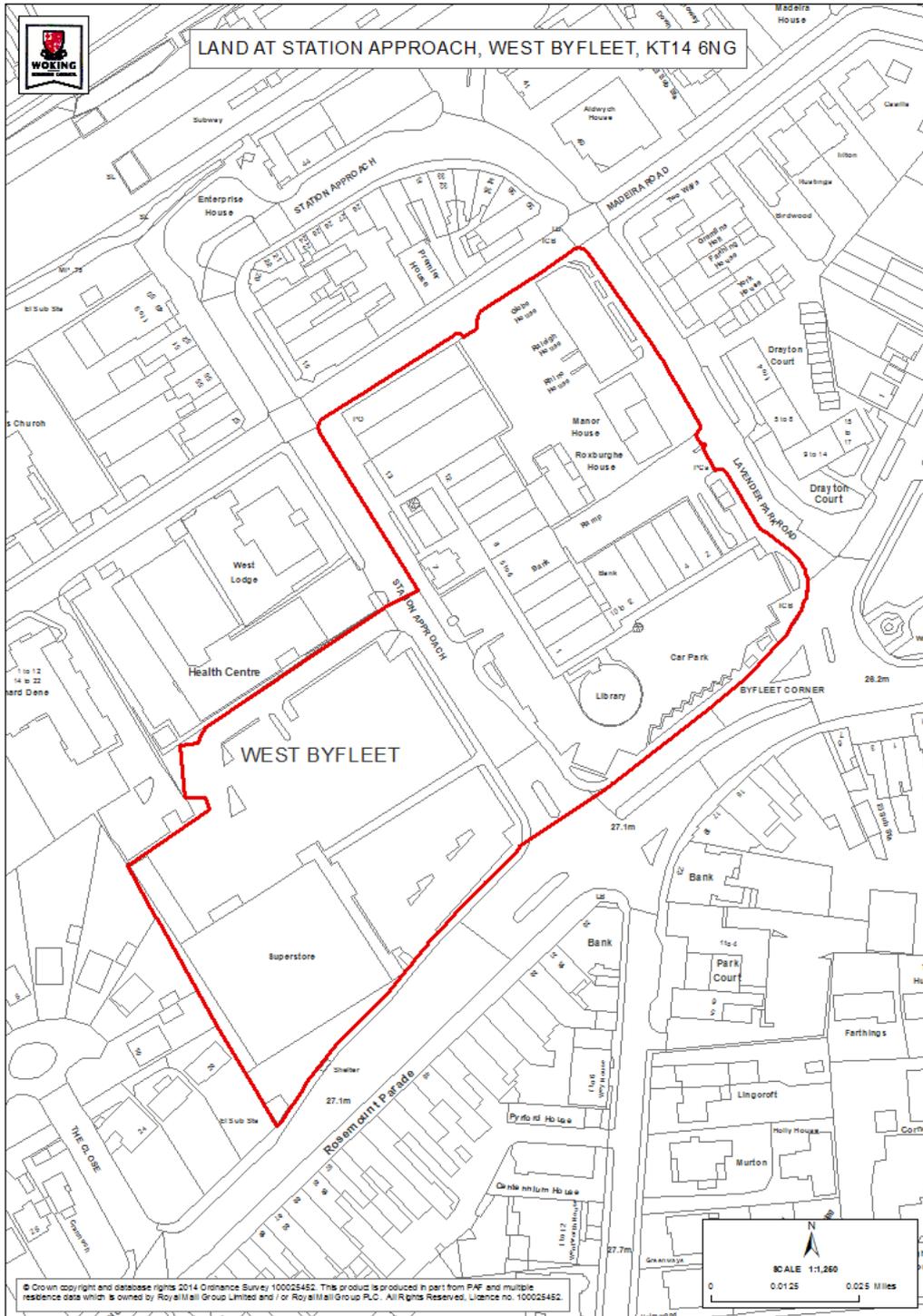
- The site is expected to come forward within the next 5 years;
- The land is available for development.

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:

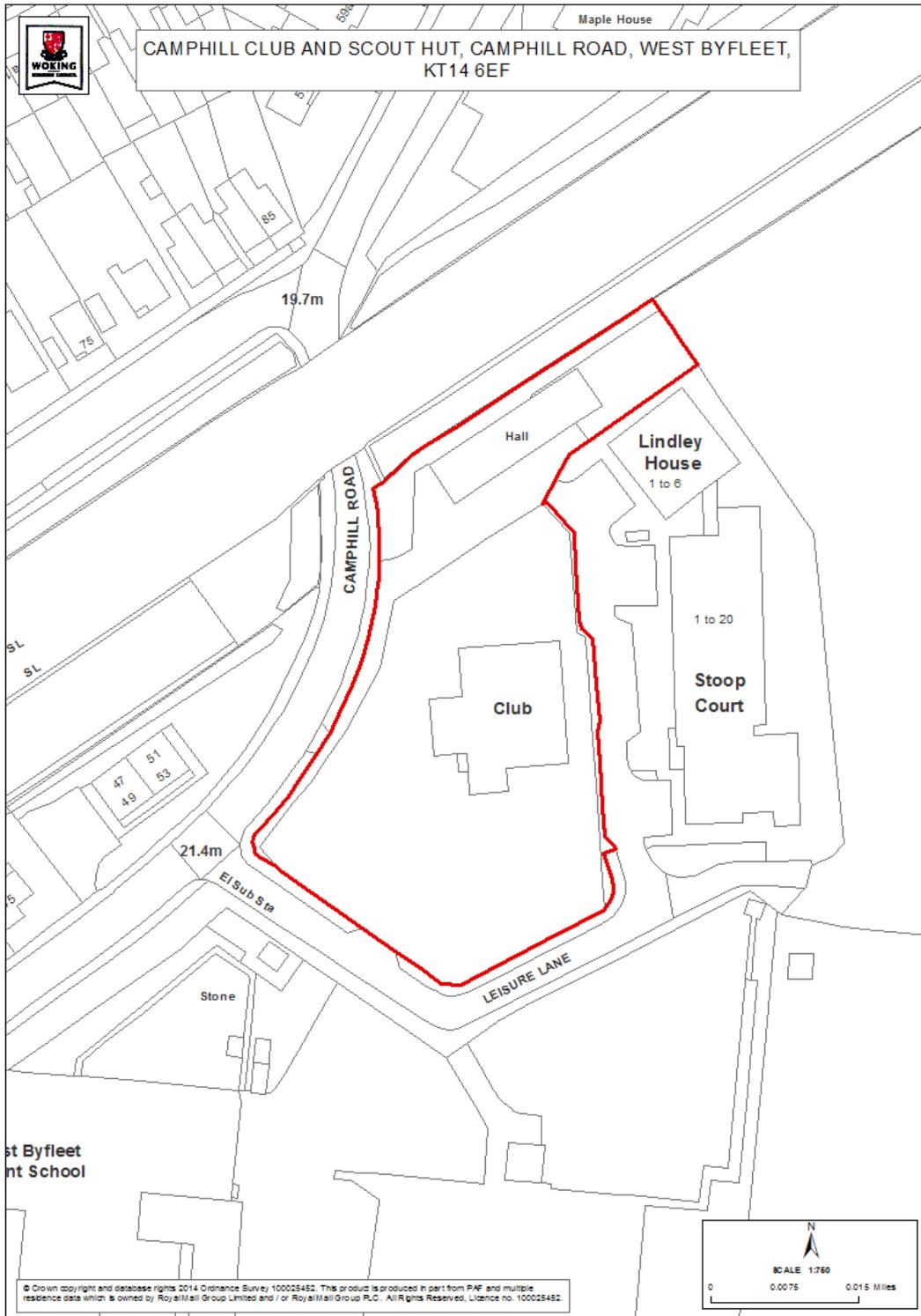
- The site is expected to come forward within the next 11-15 years;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Landowners have been contacted to establish when the land may become available.
- The Sheer House site is currently for sale 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

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

Land Released for Development in the Green Belt

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

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

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

An Infrastructure Delivery Plan was prepared to identify the necessary infrastructure to support the proposed development in the Core Strategy. Amongst other things, the need for educational provision and open space were identified. Consequently, any site identified for housing development should have sufficient capacity to incorporate adequate green infrastructure. A specific site has been allocated to deliver a secondary school.

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

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

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

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

Land surrounding West Hall, Parvis Road, West Byfleet (Proposal Site GB15) is allocated for future residential development to include both market and Affordable Housing. The development of the site will be expected to integrate sufficient green infrastructure and landscaping to provide a buffer between the site and the adjoining Green Belt.

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

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

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

Land adjacent to Egley Road, Mayford (Nursery) (Proposal Site GB8) is allocated for residential development to include both market and Affordable Housing and a school to meet future educational needs of the area and recreational/open space.

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

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

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

Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood (Proposal Site GB1) is

allocated for future residential development to include both market and Affordable Housing.

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

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

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

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

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

Land at:

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

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

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

The safeguarded sites are not allocated for development during this plan period (2010-2027). They are safeguarded to meet future development needs and to prevent their future development being compromised. Consequently, it is not expected that they will be released

for development before 2027. In any case, the safeguarded sites will only be released for development through the review of either the Core Strategy and/or the Site Allocations DPD.

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

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

The annual delivery of pitches to meet the needs of Travellers will be managed and monitored in accordance with the evidence set out in the Traveller Accommodation Assessment (2013).

A new defensible boundary of the Green Belt has been drawn to reflect the above proposals. This is illustrated in the site boundaries map shown in **Appendix 2**. The Proposals Map will be amended to include the new definition of the Green Belt boundary (the existing Proposals Map is available at <http://www.woking2027.info/map>)

Any planning application for an allocated or safeguarded site or elsewhere in the Green Belt that does not comply with the requirements of the Site Allocations DPD will be refused.

All land allocated or safeguarded for release from the Green Belt will continue to be subject to Green Belt policy until its release in line with Policy SA1, the overall policy framework for land released from the Green Belt for development.

Reasoned justification

The Council is committed through the Core Strategy to release land in the Green Belt to meet future housing and green infrastructure needs of the Borough but to do so in a managed and timely manner. There are specific sites (land surrounding West Hall, Parvis Road, West Byfleet Proposal Site GB15, Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood (Proposal Site GB1) and the former nursery land adjacent Egley Road, Mayford Proposal Site GB8) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027. These sites are expected to make provision for the delivery of at least 550 new dwellings. The timing for the release of the sites for development has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, as a general principle, the Council will resist the release of the sites for development prior to 2022. It will also resist any development that will compromise its delivery for future housing provision. Until the sites are released for development, the requirements of the Green Belt policy as set in Policy CS6: *Green Belt* of the Core Strategy will apply.

The Council has a responsibility to meet the housing needs of all sections of the community including Gypsies and Travellers and Travelling Showpeople. A Travellers Accommodation Assessment (2013) has been carried out, which justifies a need for 19 pitches between 2012 and 2027. This is equivalent to an annual average pitch supply of 1.3 pitches. Three sites (Proposal Sites GB2, GB3 and GB7) are identified to enable the provision of 19 pitches in this period. The Council will manage the delivery of the sites to ensure that there is a steady delivery of pitches during the plan period. Any over or under supply of pitch provision will be avoided. The Council will be working in partnership with the Gypsy community and other stakeholders to ensure the sustainable delivery of the pitches, in particular, to facilitate an effective integration of the Travellers community with the settled community. It should be emphasised that based on the Gypsy and Traveller Accommodation Assessment (2006) that was used to inform the Core Strategy, the Council had met its pitch supply up to 2016. The 19 pitches that have been identified

to meet future need up to 2027 takes into account any retrospective unmet need since 2012 that was not picked up by the 2006 Gypsy and Travellers Accommodation Assessment.

The opportunity to provide a transit site for Travellers is allocated at Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2).

Policy CS16 of the Core Strategy emphasises the importance for development to be supported by adequate infrastructure. There is an increasing need for a secondary school that will be exacerbated by future housing growth in the area, including the future housing development of the allocated Green Belt sites. Part of the former nursery land adjacent to Egley Road, Mayford (Proposal Site GB8) has been allocated for the provision of a secondary school. The Council will work with Surrey County Council and/or the Department for Education (Education Funding Agency) to ensure that there is a satisfactory case to justify the timing of the release of the site for development.

Whilst not a requirement of the Core Strategy, the Council has taken a long term strategic view about the future development needs of the area and is safeguarding a number of sites as identified above to meet future development needs between 2027 and 2040. This is in accordance with guidance given in the National Planning Policy Framework (NPPF) and as a matter of good planning practice. The sites are not allocated for development during this plan period. They are safeguarded to ensure that their future development is not compromised. It is not expected that these sites will be released for development before 2027. Any application for their development will be strongly resisted unless it can be justified as an acceptable use in the Green Belt in line with the requirements of Policy CS6 of the Core Strategy. In any case, the release of any of the safeguarded sites for development will have to be done through the review of the Core Strategy and/or the Site Allocations DPD. The Council's approach of looking ahead into the future beyond the period of the Core Strategy is necessary to ensure that there is a permanent and enduring defensible boundary of the Green Belt. This is also consistent with national planning policy.

Broadoaks (Proposal Site GB16) is identified in the Core Strategy as a Major Developed Site in the Green Belt to deliver quality office and/or research premises. In accordance with the Core Strategy, the Council has also been open to the consideration of alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough. The Core Strategy requests the Council to keep the site under review when preparing the Site Allocations DPD. In line with the recommendations of the Green Belt boundary review report, the site is released from the Green Belt and allocated as an employment-led mixed use site to include quality office and research premises, residential and housing to meet the accommodation needs of the elderly. It is anticipated that the flexibility introduced into the acceptable uses on the site will enable it to come forward to deliver much needed housing and at the same time achieve the economic objectives of the Core Strategy. There will be no time restriction on when the site could come forward for development during the plan period, and the Council will work in partnership with a prospective developer to facilitate comprehensive delivery of the whole site.

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

The proposed changes will lead to changes to the Green Belt boundary. A new defensible boundary has been drawn to reflect that. This is reflected in the maps in **Appendices 2 and 3** and is illustrated on the Updated Proposals Map.

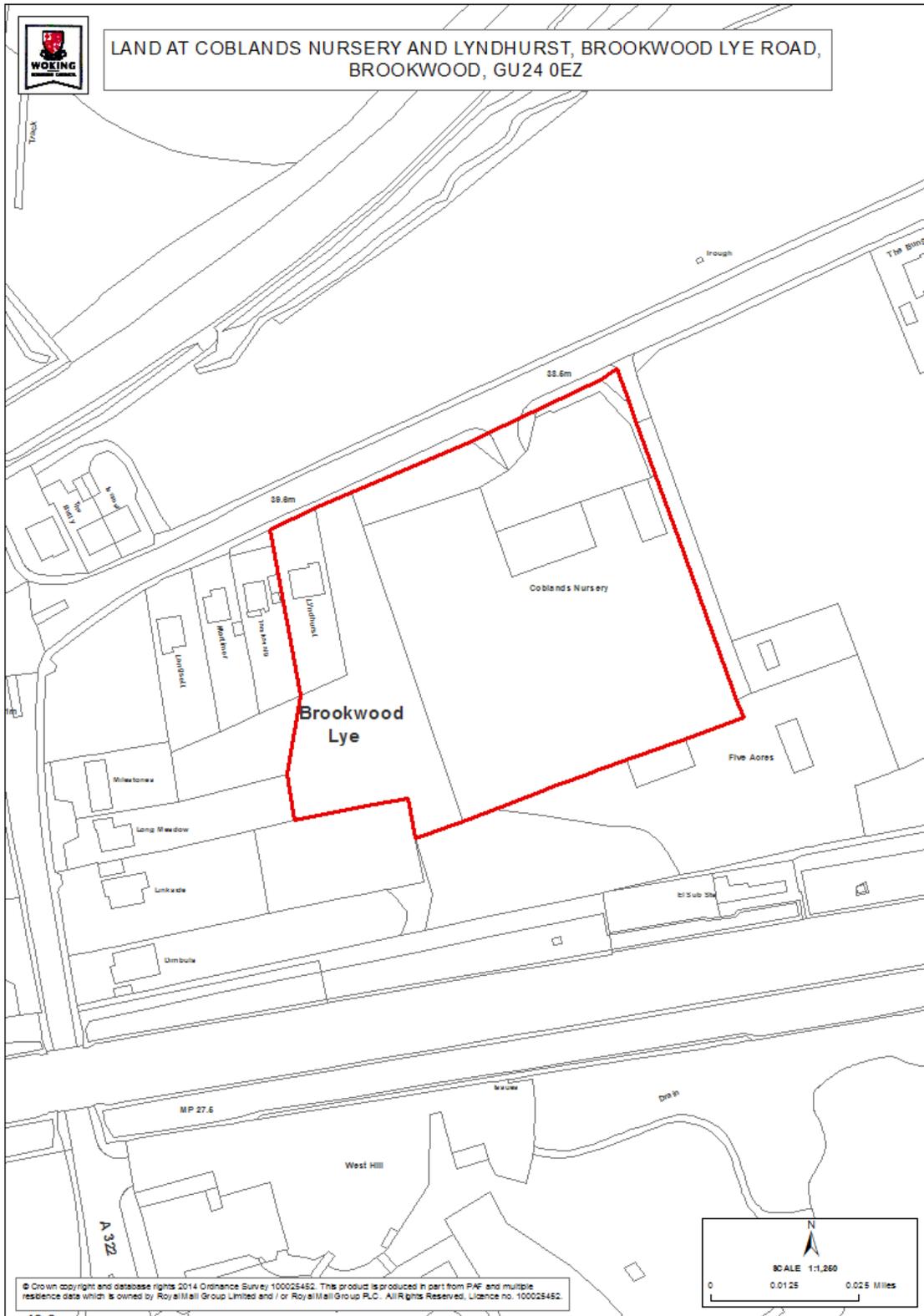
Proposal Sites

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

Brookwood

Proposal reference: GB1

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





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

This 1.05 ha. site is excluded from the Green Belt and allocated for residential including Affordable Housing between 2022 and 2027, in accordance with Policy SA1.

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

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed include:
 - the development's impacts upon Brookwood Crossroads;
 - the development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Detailed site layout may require landscaping to buffer against the noise impacts from the road and railway line;
- A density of 35 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Development to include on-site green infrastructure/open space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is adjacent to Flood Zones 2 and 3. proposals in Flood Zones 3a and 3b are required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – *Flooding and Water Management*);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding, therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance) and retain and enhance any features of nature conservation value on-site
- Site lies within a fibre cable consultation zone;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines.

Reasoned justification: This site is accessibly situated on the eastern edge of, but outside of the, urban area of Brookwood village. Part of the site is previously developed land, including derelict glasshouses. The site's northern boundary fronts onto Brookwood Lye Road, with the main line railway on its south edge. The Green Belt boundary review (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need.

The GBBR estimates a potential development yield of 37 homes on this site (calculated at a density of 35 dph). The site has good access to Brookwood Station and local services by foot and by bicycle.

Delivery arrangements:

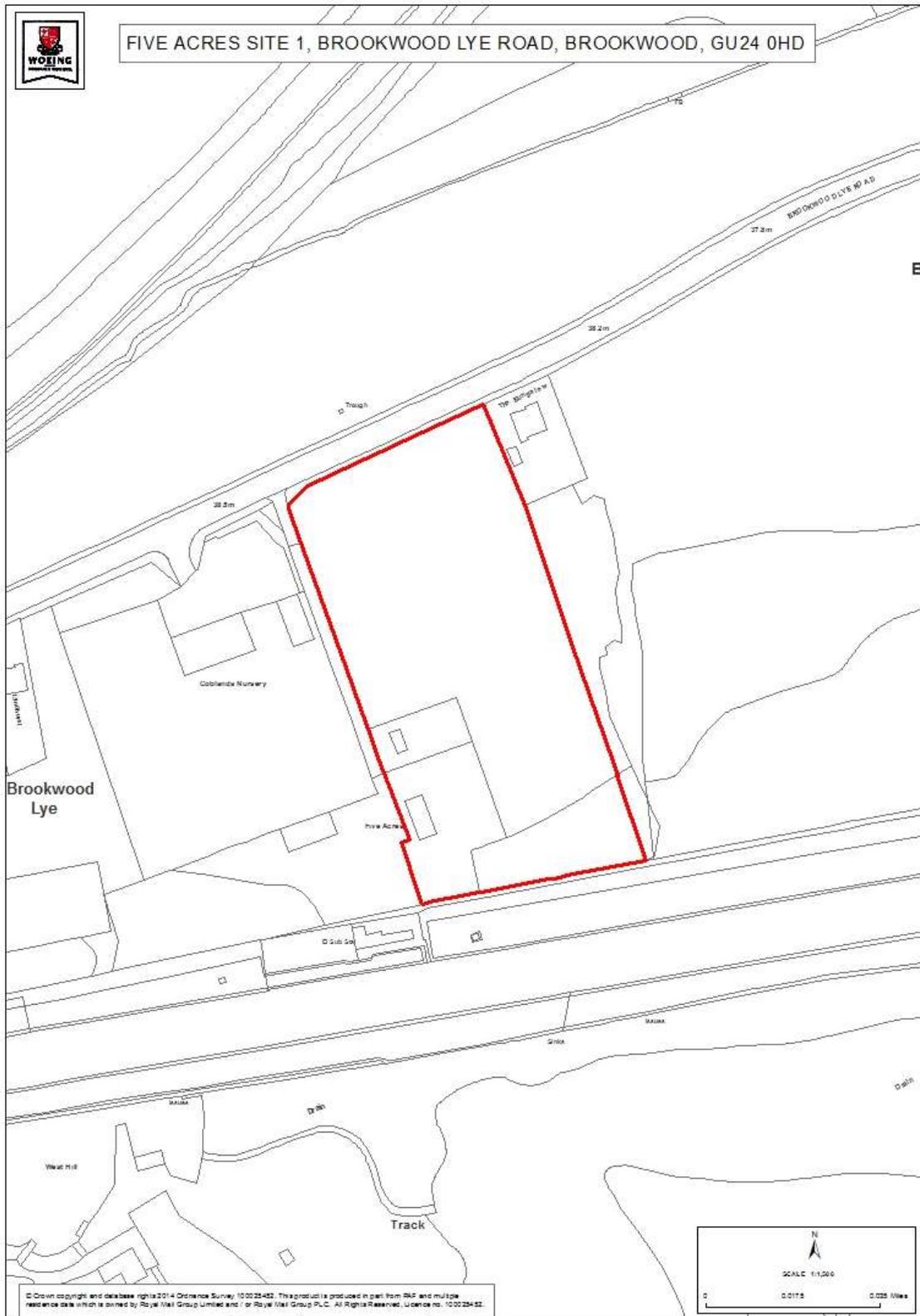
- The land is in multiple ownership and is known to be available for development;
- Developer-led.

Key evidence base:

- Green Belt boundary review (Parcel 22, WGB022a)
- Strategic Housing Land Availability Assessment (SHLAABR024a)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD

Proposal reference: GB2

Site address: Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD







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

This 0.07ha site is excluded from the Green Belt and is allocated for 6 pitches to meet the needs of Travellers and for a Traveller transit site, from adoption of this DPD (between 2016 and 2027), in accordance with Policy SA1.

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

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed include:
 - the development's impacts upon Brookwood Crossroads;
 - the development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- Development to include on-site green infrastructure/open space / amenity space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is adjacent to Flood Zones 2 and 3. Proposals in Flood Zones 3a and 3b are required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – *Flooding and Water Management*);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding, therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required for this reason;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Visual or testing assessment is recommended
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance and retain and enhance any features of nature conservation value on-site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines.

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

The site has good access to Brookwood Station and local services by foot and by bicycle.

It is anticipated that the site will yield six additional Traveller pitches, taking into account the opportunity to make permanent two existing temporary pitches (PLAN/2013/0062) and an extension of four pitches. Also a Traveller transit site.

Adjacent land at Coblands Nursery is proposed for release from the Green Belt for development between 2022 and 2027 (see Proposal Site GB1). For this reason the release of this land from the Green Belt from 2016 would not result in an isolated urban site within the Green Belt in the longer-term.

The site will assist in meeting the identified needs of Travellers up to 2027, as well as to provide a Traveller transit site within the Borough.

Delivery arrangements:

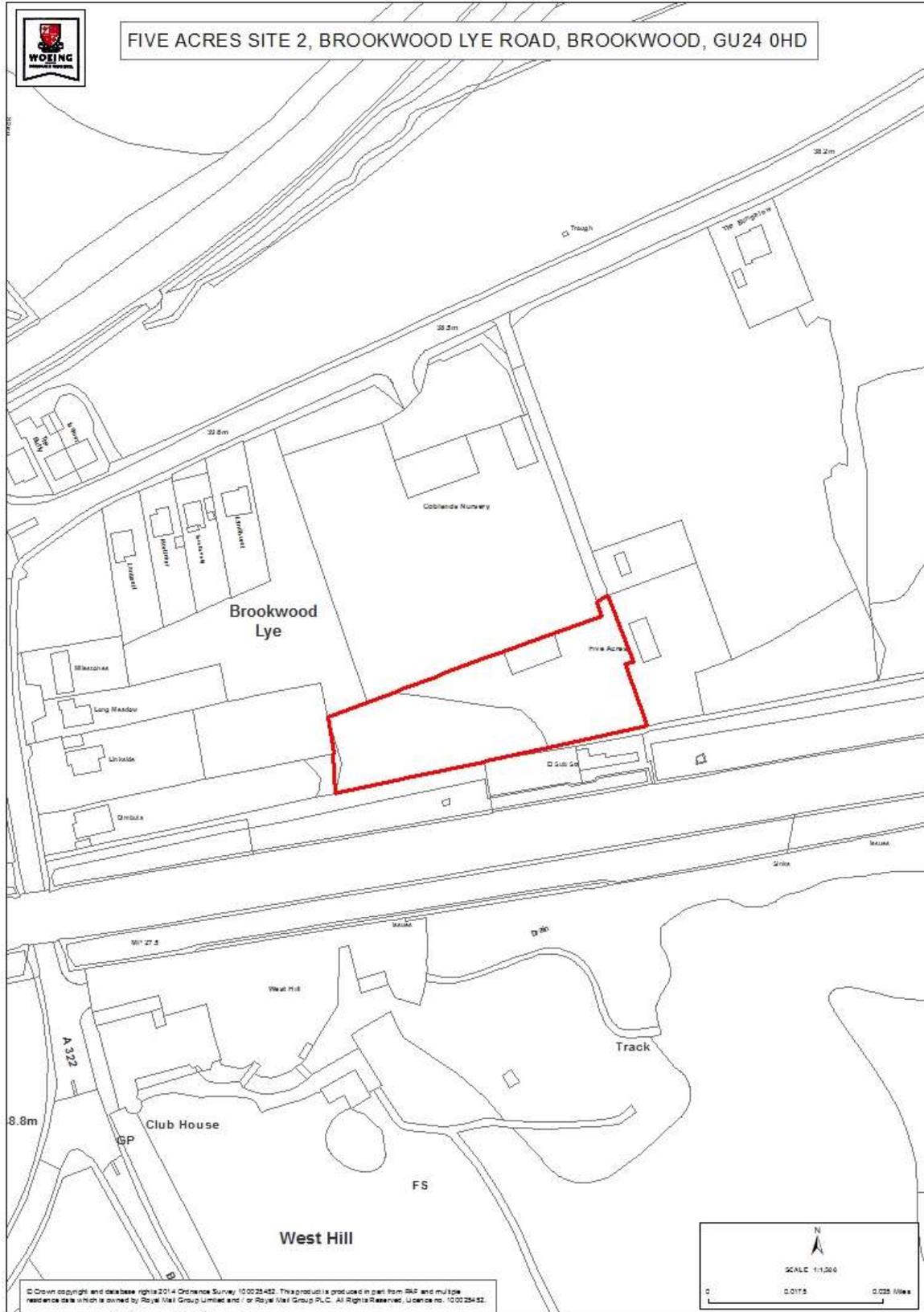
- The land is understood to be in single ownership.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABR014a)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Traveller Accommodation Assessment (2013).

Proposal reference: GB3

Site address: Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD







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

This 0.32ha site is excluded from the Green Belt and is for 4 pitches to meet the needs of Travellers, from adoption of this DPD (between 2016 and 2027), in accordance with Policy SA1.

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

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed include:
 - the development's impacts upon Brookwood Crossroads;
 - the development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - improvement to cycle routes;
- Development should address the street and respect the local character and adjacent uses;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- Development to include on-site green infrastructure/open space / amenity space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is adjacent to Flood Zones 2 and 3. Proposals in Flood Zones 3a and 3b are required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – *Flooding and Water Management*);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding, therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required for this reason;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Visual or testing assessment is recommended
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance and retain and enhance any features of nature conservation value on-site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines.

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

The site has good access to Brookwood Station and local services by foot and by bicycle.

It is anticipated that the site will yield four additional Traveller pitches as an extension of the existing site.

Adjacent land at Coblands Nursery is proposed for release from the Green Belt for development between 2022 and 2027 (see Proposal Site GB1). For this reason the release of this land from the Green Belt from 2016 would not result in an isolated urban site within the Green Belt in the longer-term.

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

Delivery arrangements:

- The land is in single ownership.

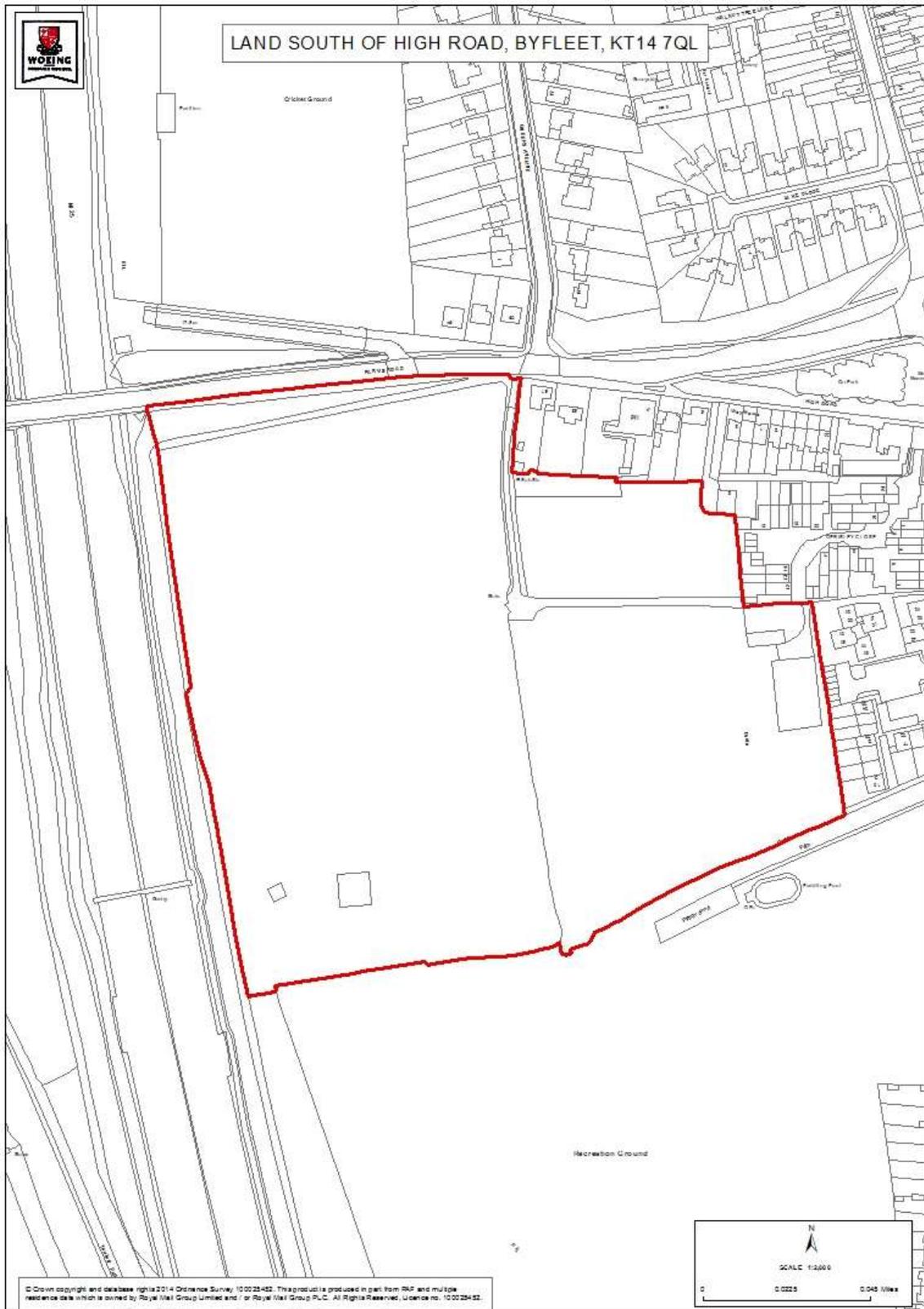
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABR024b)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Traveller Accommodation Assessment (2013).

Byfleet

Proposal reference: GB4

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







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

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

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

- Net developable area 1.7 ha;
- A development density of 50 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- The site provides an opportunity for a mix of dwelling types including homes for older persons, possible extra care;
- Development to include significant green infrastructure – open space and landscaping - on western side;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future

flood risk (Policy CS9 – Flooding and Water Management and NPPF).

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - Highway works required to achieve a satisfactory vehicular access. Access from the A245 constrained by the nearby Queens Avenue junction and road embankment leading to the bridge over the M25. There may be potential to take access to this site through the existing recreation ground to the immediate south, with the existing car park re-configured.
 - The site layout / design should provide as direct as possible a route from the development to local bus stops;
 - Improve access to key services and facilities by improving connectivity to cycle routes and public footpaths
- Explore the viability of moving existing high voltage power lines and pylon infrastructure underground;
- Byfleet Village Conservation Area is located to the north east of the site; any proposals must respect (or enhance) the character of the surrounding area,;
- Due to the proximity to significant traffic on the M25, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment and Air Quality Assessment would be required;
- Take opportunities to make positive contribution towards biodiversity through the creation of green infrastructure, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network, the design solution should build in wildlife features/corridors;
- Improve connectivity to Recreation Ground, proposed SANG, and from development in east of site to GI in west of site;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- Appropriate landscaping, potentially to include landscaping to buffer to the motorway;
- Careful design of layout to take into account locally listed heritage assets;
- The site lies within a fibre cable consultation zone;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change.

Reasoned justification: This site lies south of High Road and Parvis Road. The land is remnant countryside bordering the existing urban area of Byfleet and the M25. The Green Belt boundary review (GBBR) finds the site to be suitable for removal from the Green Belt.

Whilst significant constraints affect the western portion of the site, notably substantial electricity infrastructure (pylons) and noise from the M25, the eastern part of the site south of the existing building line is considered developable. Use of the remaining land to the west will retain its open nature and assist in buffering Byfleet from the M25.

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

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

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

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

Delivery arrangements:

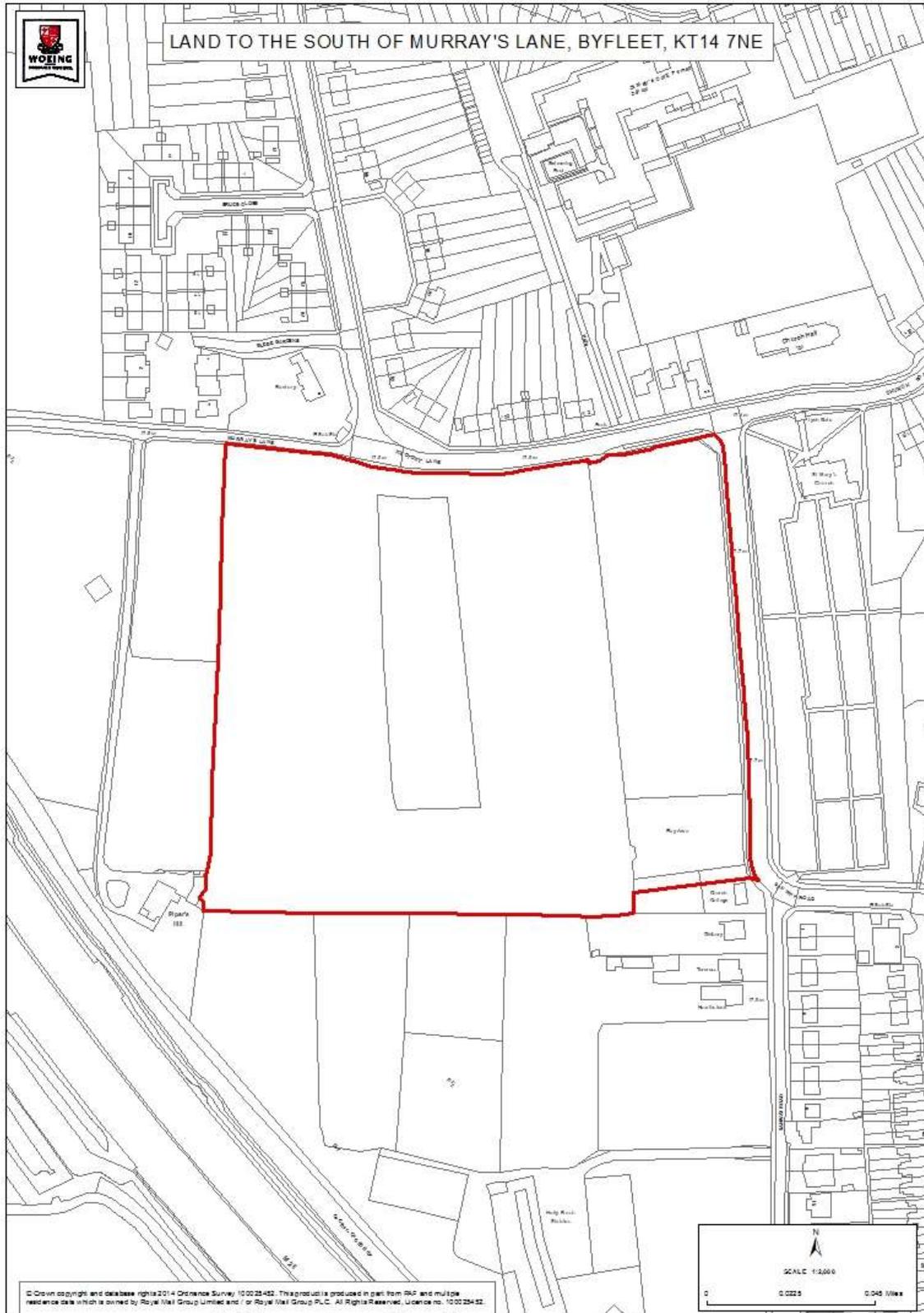
- The land is available for development in the next five years
- The adjoining/nearby land is in the same ownership and is available for the provision of community uses such as public open space;
- Developer-led.

Key evidence base:

- Green Belt boundary review (Parcel 6 - WGB006a)
- Strategic Housing Land Availability Assessment (SHLAABY043)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD.

Proposal reference: GB5

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







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

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

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

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

consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment and Air Quality Assessment would be required;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site; South and eastern parts of the site shown to be within Flood Zone 2 therefore the impact of climate change on the flood risk to the site should be assessed for any proposed development in this area (Flood Risk Assessment);
- Highway works will be required to achieve a satisfactory vehicular access.
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - The development should provide a footway on the south side of Rectory Lane along the development site frontage and pedestrian crossing(s) to the existing footways opposite.
 - The Rectory Lane / Church Road local bus stops closest to the development site will require improvement by the developer.
- Explore the viability of moving existing high voltage power lines underground;
- Development to retain trees of amenity value (Tree Preservation Order);
- Design to have regard to biodiversity opportunities (site within Surrey Biodiversity Action Plan Floodplain Grazing Marsh habitat) and the adjacent Public Right of Way;
- There is an adjacent Area of High Archaeological Potential (the recreation area to the east);
- The site lies within a fibre cable consultation zone;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site (such as TPO area and BAP Floodplain Grazing Marsh habitat) – design to have regard to biodiversity opportunities. The design solution should build in wildlife features/corridors;
- Improve provision of and connectivity to GI assets, including recreation area to east of site, proposed SANG, and new GI provision in southwest of site;
- Design of development to preserve and enhance surrounding heritage assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change.

Reasoned justification: This site adjoins the existing urban area of Byfleet to the north, close to the line of the M25 and to the immediate south of Murray's Lane. It comprises a large flat paddock with trees and hedges on its boundaries, accessed via a bridle way. The Green Belt boundary review (GBBR) describes the site as highly suitable for removal from the Green Belt.

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

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

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

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

Delivery arrangements:

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

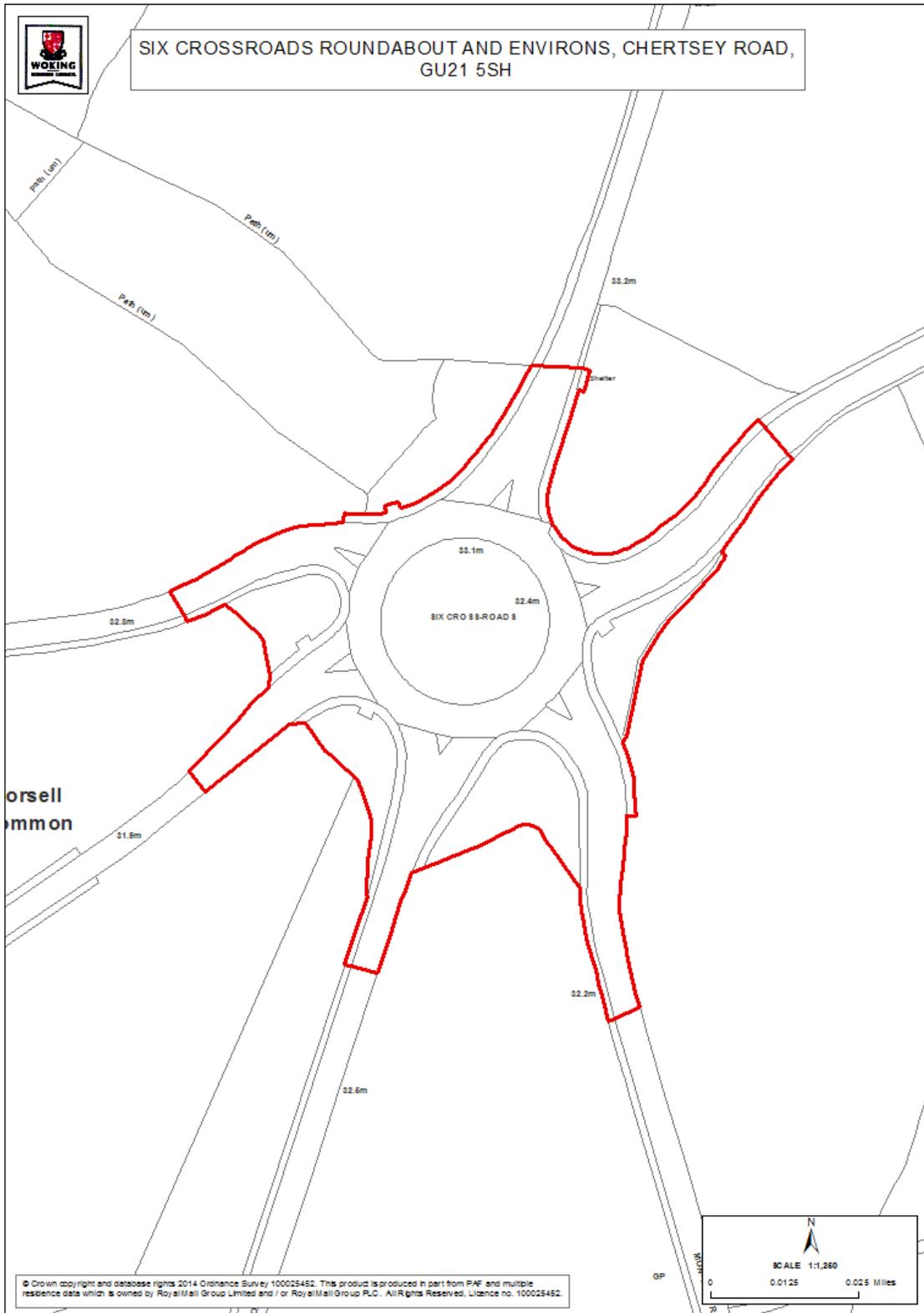
Key evidence base:

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

Horsell East Woodham

Proposal reference: GB6

Site address: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH





Policy GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH

Land for essential infrastructure; a proposed junction upgrade and improvements to side roads at the Six Crossroads roundabout.

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

- Carry out a project specific HRA, given proximity to the Special Protection Area;
- The Council will liaise with Natural England to agree on the project timetable for the construction of the scheme that will ensure effective and efficient delivery of the scheme whilst at the same time conserving the integrity of the SPA.
- Construction phase to have regard to the sustainable use and re-use of resources and reduction and recycling of waste produced.

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

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

The Six Crossroads roundabout is also a major severance point for cyclists travelling between Ottershaw and Woking. The LTS proposes construction of toucan crossings across Shores Road and Woodham Road to link the existing shared use routes either side of the roundabout (as illustrated in the LTS Annex).

Proposed allocation GB6 lies adjacent to the SPA. The Habitats Regulations Assessment (HRA) highlights that the project would involve upgrade of the existing road junction and therefore there is potential for disturbance and reduced air quality on the adjacent SPA as a result of the construction process. It recommends that a project specific HRA is undertaken for this development should it be approved. This is reflected as a key requirement in the allocation above.

This land would remain in the Green Belt.

Delivery arrangements:

- The indicative start date for this project is 2019;
- This project is listed as one to be funded through the Community Infrastructure Levy;
- Some third party land may be required to achieve this infrastructure development.

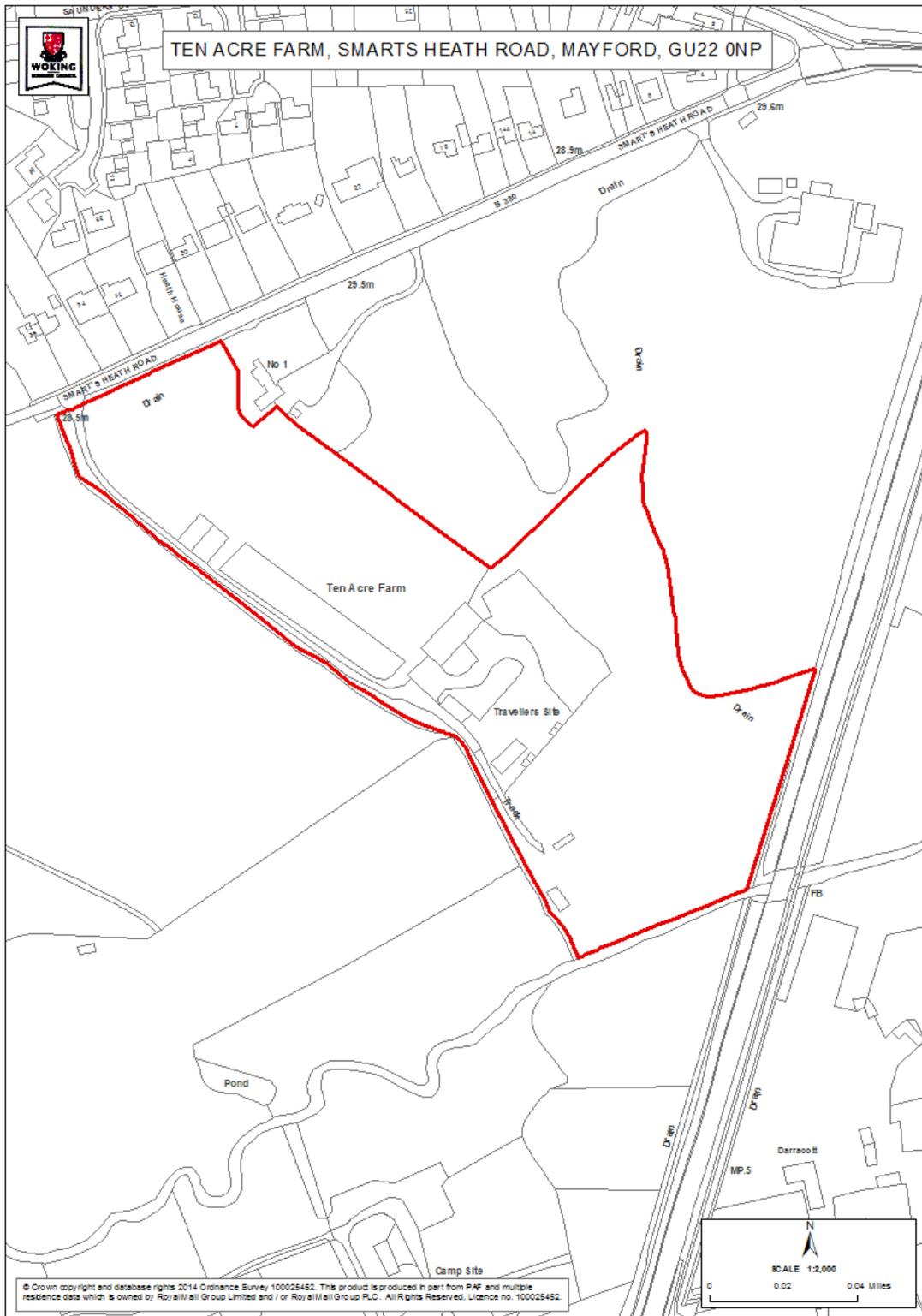
Key evidence base:

- Woking Borough Community Infrastructure Levy Regulation 123 list (2014)
- Local Transport Plan (LTP)3 Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Design SPD
- Sustainability appraisal
- Habitat Regulations Assessment

Mayford Sutton Green

Proposal reference: GB7

Site address: Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP







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

This 3.36ha. site is allocated to deliver pitches to meet the needs of Travellers by providing up to 12 pitches within the Green Belt, from adoption of this DPD (between 2016 and 2027), in accordance with Policy SA1.

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

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The southern part of the Site is shown to be within Flood Zone 3 and Flood Zone 2, therefore a detailed Flood Risk Assessment will need to be submitted with a planning application demonstrating the proposed development is safe and does not increase flood risk elsewhere. This assessment needs to take into account the impact of climate change on any site specific flood levels and incorporate this on any proposed mitigation measures(Policy CS9 – Flooding and Water Management and NPPF).
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application, including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF).
- Any loss in floodplain storage within the 1 in 100 (1%) annual probability plus climate change flood extent will need to be compensated for on a level for level basis to ensure no loss in floodplain

storage.

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

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

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

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

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

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

Delivery arrangements:

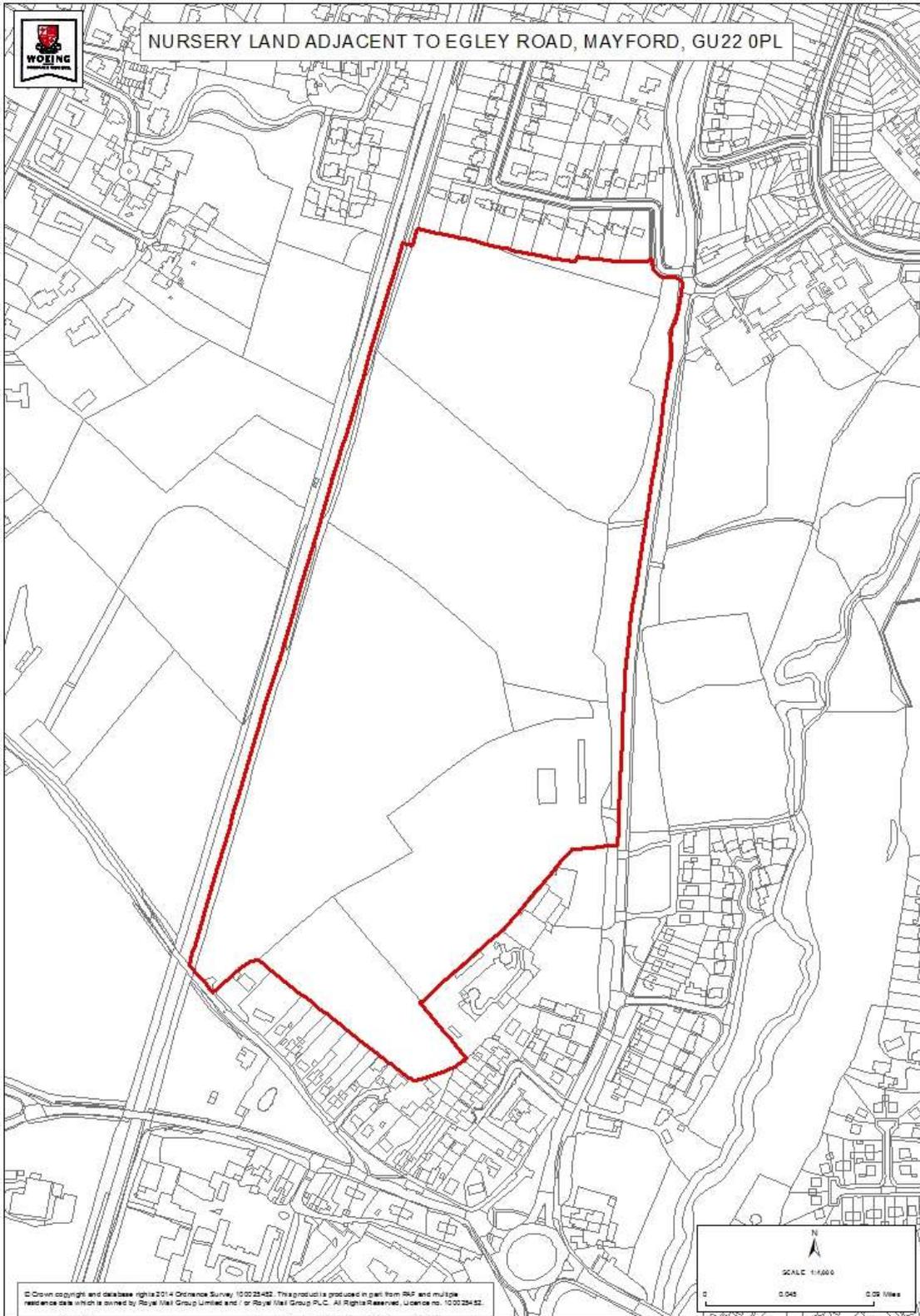
- The Council understands that the site would be available for additional Traveller accommodation – confirmation awaited (tbc);
- A phased approach would allow delivery of some pitches in the short-medium term, with the remainder provided later in the plan period (by 2027).

Key evidence base:

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

Proposal reference: GB8

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







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

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

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

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

- Prior to submission of any planning application for development of the site to ensure sustainable delivery of all appropriate uses of the land referred to as Parcel 20 by the Green Belt boundary review;
- Net developable area 4.7 ha. for residential;
- A development density of 40 dph is suggested, whilst recognising residential density will vary with housing type through the development. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Potential to focus development at the north end of the site, leaving the southern end (adjacent Mayford village) as open space/playing fields, providing a visual break;
- Alternatively shared school and community sports playing fields positioned within the central portion of the site would provide a green corridor, allowing views to be retained through to the railway embankment and rising escarpment beyond, whilst accommodating development to the north and south ends of the site;
- Retain protected trees and tree belts and strengthen with planting to create a wide landscape frontage along Egley Road, to enhance the sense of separation between the two settlements;

- Sensitive handling of site topography;
- Flood lighting should be sensitively designed to minimise impact in landscape/townscape terms. Screening/ bunding to create a buffer between the development, railway and the escarpment landscape beyond;
- This site features an Area of High Archaeological Potential in the north of the site. To ensure full information about heritage and archaeology informs its development, the developer will need to undertake an archaeological investigation (desk top study, potentially sample evaluation trenches) and submit full details of this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;

The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers) prepared to the satisfaction of the Highways Authority. Potential issues to be addressed (and secured through a S106 legal agreement) will include:

 - new site access required onto A320,
 - provision of pedestrian and cycle facilities (including a pedestrian crossing) and linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield, and south to Mayford Neighbourhood Centre and to recreation space beyond;
- Potential for development to share access with any later development on the adjoining Proposal Site GB9;
- Strengthen existing / new connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- It is important that any development of this site demonstrates that it will in no way prejudices the later development of adjoining Proposal Site GB9, which is also recommended by the GBBR and is known to be available;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- Opportunity to provide a pedestrian crossing on Egley Road, linking the existing primary school and proposed secondary school, plus existing (Hoe Valley Linear Park) and future green infrastructure corridors;
- Opportunity for playing field facilities to be shared by the new school and the local community
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect

residential amenity. A Noise Impact Assessment would be required. An Air Quality Assessment is recommended;

- Historical contaminative uses may have led to soil and groundwater contamination around just the former nursery buildings that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Undertake feasibility study for connection to CHP network;
- Improve provision of and connectivity to existing recreation spaces (main road and railway act as barriers);
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- Appropriate landscaping, potentially to include landscaping to buffer to the road and railway lines;
- Careful design of layout to take into account environmentally sensitive sites and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land, to preserve their integrity;
- Take opportunities to make positive contribution towards biodiversity through the creation of green infrastructure, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network, the design solution should build in wildlife features/corridors.

Reasoned justification: This Green Belt site lies on the main southern route (A320) into Woking, adjoining the existing boundary of the urban area. It has excellent accessibility to local services, both in the Town Centre and nearby village local centre. The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes, a secondary school and associated infrastructure in accordance with Core Strategy Policies CS6, CS10, CS12, CS14 and CS16.

The GBBR estimates a residential development yield of 188 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph).

Development of this site would not adversely affect the integrity of the escarpment. This former tree nursery does however occupy an important green gap between Woking and Mayford, the integrity of which should be retained whilst accommodating development to assist in meeting identified needs.

The land rises four to five metres between the east and west boundaries. The extent of previous development on the site is limited to a redundant building and glasshouse frames. The site adjoins the London - Portsmouth main rail line on its western boundary.

Whilst there are presently limited local facilities within close walking distance of the site to serve the residential development proposed, there is the opportunity to later improve these through the provision of additional facilities on the adjacent land (see Proposal Site GB9).

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

Surrey County Council Education Service has confirmed its support for the provision of a new secondary school on this site to serve families in the South Woking area. The intended catchment area for intake to the new school overcomes concerns raised by the County Highway Authority in respect of barriers to good non-vehicle connectivity in approaches from the west (poor road /

bridge links over / under the railway via Hook Hill Lane and Black Bridge Road) and east (severance by the Hoe Stream).

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

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

Delivery arrangements:

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

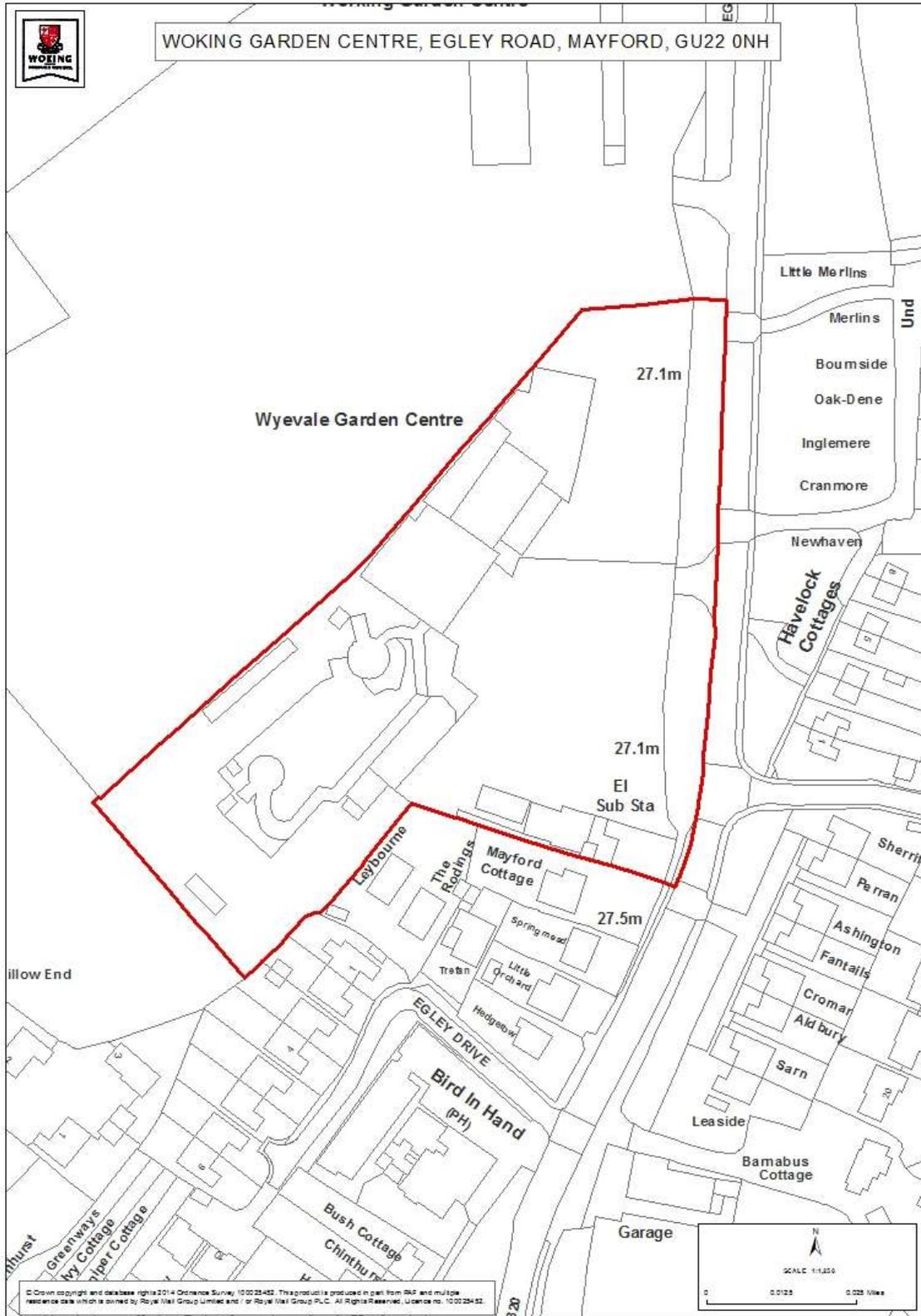
Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020a)
- Letter from Surrey County Council Schools Commissioning Officer (North West), 6 October 2014, regarding secondary school provision in Woking Borough
- Strategic Housing Land Availability Assessment (SHLAAMSG009)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD

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

Proposal reference: GB9

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







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

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

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

- Relocation of local businesses on site;
- Development to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of the development (see also Proposal Sites GB8, GB10, GB11 and GB14);
- Net developable area 1.46 ha;
- The site is presently in use as a garden centre, and base for a range of other smaller local businesses, which would need to be relocated;
- Frontage and/or northern edge of the site could assist in providing a visual green gap/break, and sense of separation between the two settlements of Mayford and Woking;
- Suggested development residential density of 35-40 dph;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned

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

- new site access required onto A320,
 - provision of pedestrian and cycle facilities (including a pedestrian crossing) and linkages, particularly north and west to any green infrastructure brought about by development of adjacent Proposal Sites, east to Barnsbury Primary School and beyond to services in Westfield, and south to Mayford Neighbourhood Centre and to recreation space beyond;
 - additional bus stops along the A320 site frontage.
- Any drop off point for the school would need to be within the development site;
 - Potential for development to share access with preceding development on the adjacent former nursery site (Proposal Site GB8);
 - Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
 - Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
 - Provision of open space and green infrastructure (Core Strategy Policy CS17);
 - Due to the proximity to significant rail and road traffic, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required.
 - An Air Quality Assessment is also recommended. Additional noise / odour controls may be required in respect of any retail use;
 - Current contaminative uses may have led to soil and groundwater contamination in and around the garden centre and accompanying uses that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation will be necessary and remediation likely to be required; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
 - Detailed site layout may require landscaping to buffer against the noise impacts from the road and railway line;
 - Conduct landscape assessment / tree survey to determine valuable landscape features on site and adjacent to site, and any mitigation measures required;
 - Careful design of layout to take into account environmentally sensitive sites and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land, to preserve their integrity;
 - Retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.

Reasoned justification: This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of the urban area but is within the Green Belt. It has excellent accessibility to local services, both in the Town Centre and adjoining village local centre.

The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes and retail / community facilities to enhance the local centre, in accordance with Core Strategy Policies CS6, CS10, CS12, and CS16. The GBBR estimates a residential development yield of 50 dwellings on this mixed use development.

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

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

The site does however occupy an important green gap between Woking and Mayford, the integrity of which should be retained whilst accommodating development to assist in meeting identified needs.

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

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

Delivery arrangements:

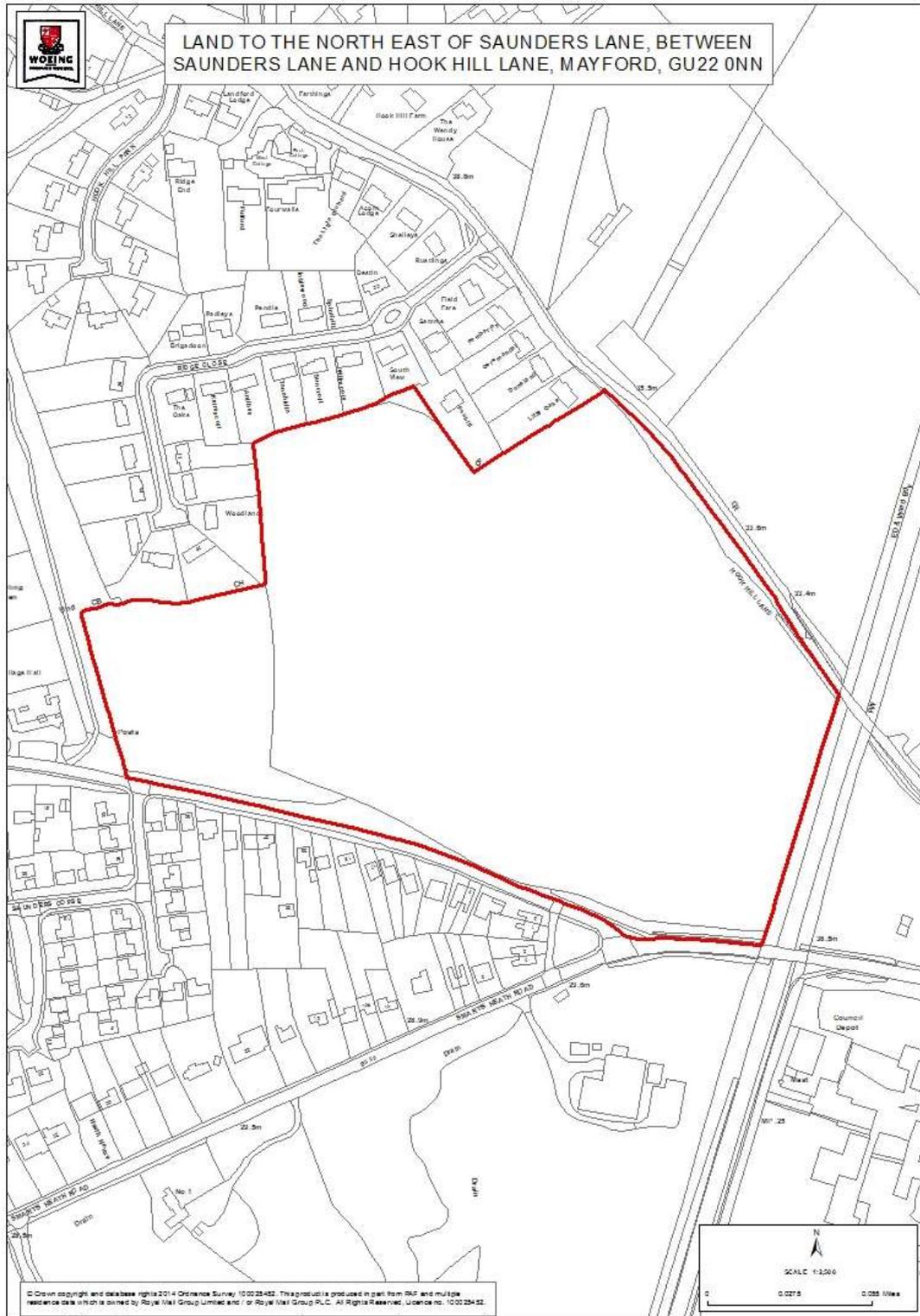
- The land is in single ownership, there are no known legal or ownership problems associated with the site;
- The land is available for development;
- Developer-led.

Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020a)
- Strategic Housing Land Availability Assessment (SHLAAMSG030)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD.

Proposal reference: GB10

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







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

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

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

- Development to complement that of other Mayford allocated and safeguarded sites, to ensure effective integration of the development (see also Proposal Sites GB8, GB9, GB9, GB11 and GB14);
- May require an equalisation agreement;
- Net developable area for residential 5.7 ha;
- A development density of 30 dph is suggested. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed will include:
 - provision for access by transport modes other than the private car (provision of

pedestrian facilities, street lighting, improvements to bus services)

- satisfactory vehicular access onto Saunders Lane
- and improvement of Hook Hill Lane;
- The developer's transport assessment identifies three options for achieving vehicular access to the site, via Hook Hill Lane or Saunders Lane, and four options for pedestrian/cycle access to the site;
- Potential for the development to create new pedestrian links to existing bus services, enhance bus service quality/reliability, provide new cycle links to the existing route network, including cycle links to Worplesdon Station and Woking station;
- Appropriate landscaping that may include landscaping to buffer against the railway line;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site.
- Careful design of layout to take into account vegetation forming 'Escarpment and Rising Ground of Landscape Importance', to preserve integrity.
- Design of development to pay regard to heritage asset and setting - Grade II Listed Building to south east of site (other side of railway);
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- Retain trees of amenity value. Trees are safeguarded by a Tree Preservation Order;
- Screening or bunding may be required adjacent to the railway line, in the interests of the amenity of future residents;
- Due to the proximity to the railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, to include and recognise local road traffic impact);
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation will be necessary and remediation likely to be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF);

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

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

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

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

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

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

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

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

Delivery arrangements:

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

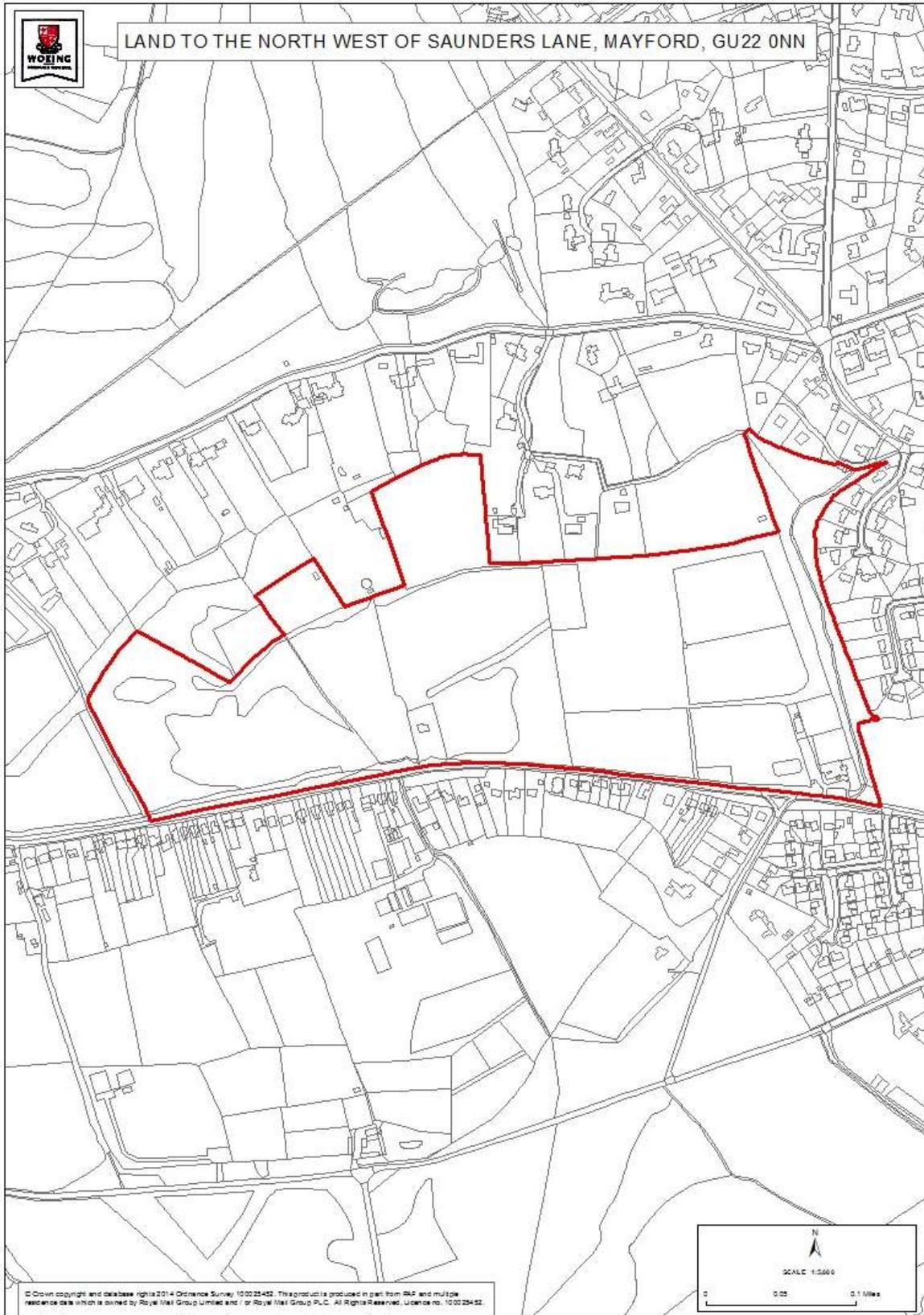
Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020c)
- Strategic Housing Land Availability Assessment (SHLAAMSG016)
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014.
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD

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

Proposal reference: GB11

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







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

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

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

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

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

- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Provision of open space and green infrastructure (Core Strategy Policy CS17);
- Retain existing footpaths;
- Use of green infrastructure in adjacent land to serve this development would require an equalisation agreement between the landowners in parcel 20;
- Retain trees of amenity value;
- Existing parking in layby(s) adjoining the site on Saunders Lane would need to be addressed;
- Safeguard Public Rights of Way through site;
- Trees are safeguarded by a Tree Preservation Order;
- Biodiversity improvements – the design solution should build in wildlife features/corridors.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF);
- Improve provision of and connectivity to recreation space;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- Careful design of layout to take into account vegetation forming ‘Escarpment and Rising Ground of Landscape Importance’, to preserve integrity;
- Careful design of layout to take into account heritage assets and setting – Fishers Hill Hook Heath Conservation Area, and Grade II Listed Building to south of site;
- Retain protected trees/tree belts and retain/enhance landscaping to reduce visual impact;
- Take opportunities to make positive contribution towards biodiversity through the creation of alternative green spaces, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network.
- Consultation with Environment Agency to confirm presence of aquifers, and impacts on water quality.

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

GB11

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020d)
- Strategic Housing Land Availability Assessment (SHLAAMSG017)
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014.
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD

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

Pyrford

Proposal reference: GB12

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







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

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

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

- Development to complement that of adjacent Pyrford safeguarded site, to ensure effective integration of the development (see also Proposal Site GB13);
- Net developable area 7 ha. for residential;
- Provision of open space and green infrastructure (Core Strategy Policy CS17); incorporate landscaping open space (4 ha.);
- A development density of 30 dph is suggested , whilst recognising residential density will vary with housing type through the development. Given accessibility to local services a higher density (up to 40 dph) may be achievable. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Sensitive handling of site topography;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed

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

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

conserve/enhance their setting;

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

- Green Belt Boundary Review (Parcel 9, WGB009a)
- Strategic Housing Land Availability Assessment (SHLAAPY004)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD

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

Proposal reference: GB13

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







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

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

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

- Development to complement that of adjacent Pyrford safeguarded site, to ensure effective integration of the development (see also Proposal Site GB12);
- A development density of 30 dph is suggested, whilst recognising residential density will vary with housing type through the development. This is within the indicative density range established in Core Strategy Policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Sensitive handling of site topography;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - Access for all modes
 - provision of pedestrian and cycle links and facilities, – particularly to the Neighbourhood and District Centre to the north of the site, to countryside, and alongside Pyrford

Common Road.

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

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

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

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

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

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

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

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

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

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

Delivery arrangements:

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

Key evidence base:

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

St John's Hook Heath

Proposal reference: GB14

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







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

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

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

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

- Flood Risk from on site and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Development to contribute to addressing deficiencies in leisure and open space in the area;
- Detailed design of open space development to 'design out' the opportunity for crime;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from surrounding urban area and across railway line from east;
- Screening or bunding may be required adjacent to the railway line in the interests of the amenity of open space users;
- Retain and enhance habitats and landscape features which have biodiversity value;
- Detailed design of open space to improve connectivity of habitats within site and to wider GI network;
- Incorporation of GI assets which demonstrate multi-functionality;
- Detailed site layout and design to reduce visual impact of development on important landscapes, including the Escarpment and Rising Ground of Landscape Importance, and on neighbouring residential areas to the west and south west of the site;
- Retain protected trees;
- Incorporation of waste facilities to service the open space;
- Excessive lighting to be avoided and designed to have regard to impact on landscape and nearby light-sensitive development.

Reasoned justification: This 7.9 ha. Green Belt site is situated at a high point of the Escarpment or rising ground of landscape importance and is unsuitable for built development. Trees are safeguarded by a Tree Preservation Order.

The Green Belt boundary review (GBBR) recommends the site for solely green infrastructure, as part of a wider development including residential and other infrastructure on nearby land.

The site boundary is drawn to include the railway line and Hook Hill Lane. Whilst these areas would not be redeveloped, their inclusion will assist in ensuring a strong defensible Green Belt boundary in the future.

The north eastern site boundary faces land referred to by the Green Belt boundary review as site WGB020g. Upon adoption of the Site Allocations DPD, this land abutting the Proposal Site will become part of the Urban Area.

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

Delivery arrangements:

- This land is in single ownership;

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

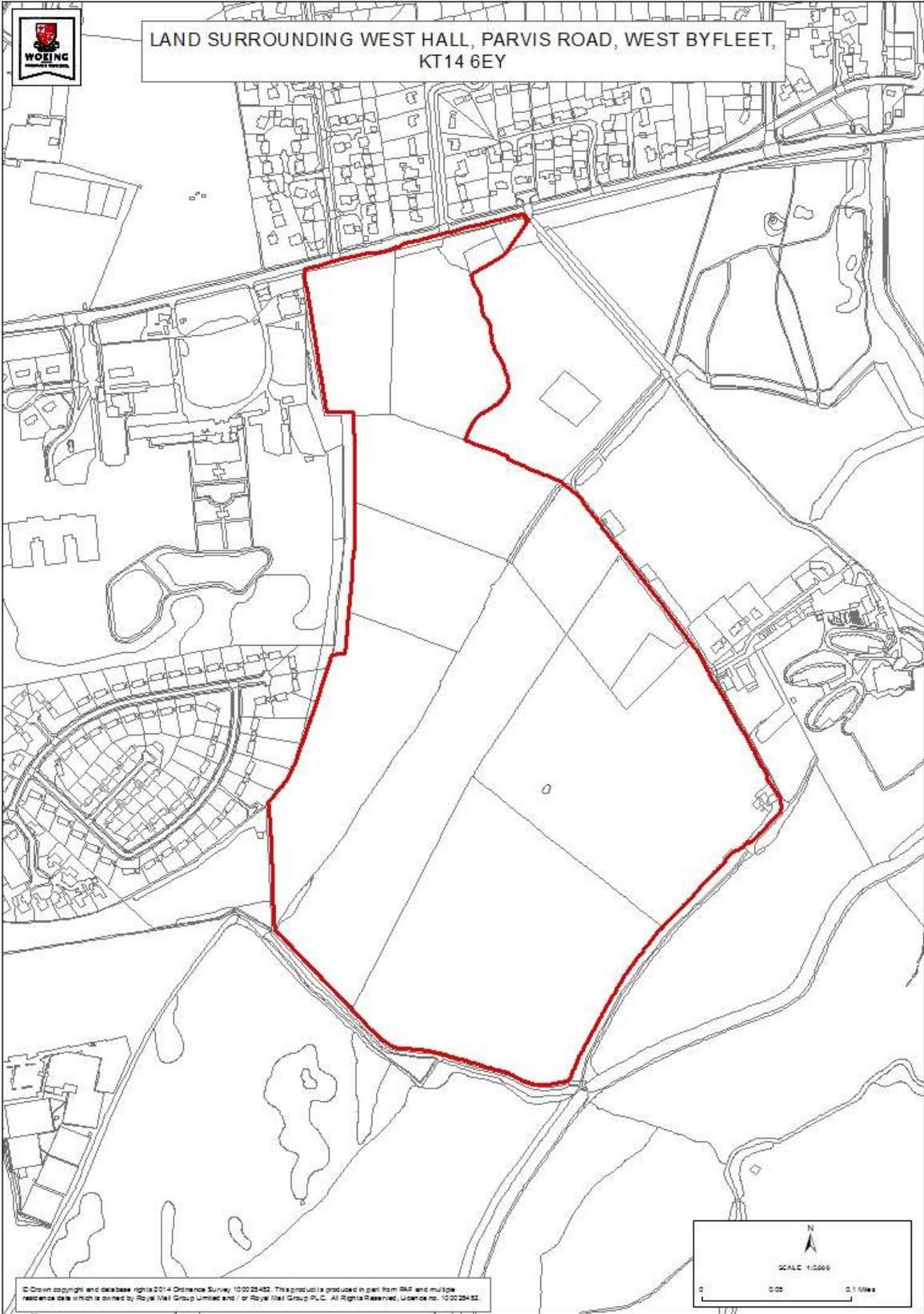
Key evidence base:

- Green Belt Boundary Review (Parcel 20, WGB0020f)
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Strategic Housing Land Availability Assessment (SHLAASJHH035)
- Design SPD.

West Byfleet

Proposal reference: GB15

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







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

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

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

- Any development here will need to include significant elements of Green Infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12);
- Density of 40 dph recommended, given easy integration with the existing urban area and having regard to the indicative density range established in Core Strategy policy CS10 for Green Belt sites, and is recommended by the Green Belt boundary review;
- Net developable area for residential development 14.8 ha;
- Open space / green infrastructure – 4.7 ha public open space within the site;
- Retain large areas of woodland and parkland setting;
- Strengthen with replacement woodland planting;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers) prepared to the satisfaction of the Highways Authority. Potential issues to be addressed (and secured through a S106 legal agreement) will include:

- significant infrastructure required to provide access to A245,
- lack of pedestrian and cycle infrastructure (including crossing) that would link to the surrounding strategic pedestrian and cycle network,
- bus stop provision and direct access to this.
- Potential to explore access for all modes with the adjacent Broadoaks site;
- Any development delivered here will need to be sensitively designed to create a strong landscape edge to development;
- Important development creates a strong landscape edge to the settlement;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Mitigation of impacts upon the Thames Basin Heaths Special Protection Area;
- Additional Green Infrastructure could also be provided on land to the east which is also within the same ownership but which would remain within the Green Belt (GBBR, Table 4.3, footnote 5) – ‘this land could provide Green Infrastructure for the development within the Green Belt which would act as a buffer to the Wey navigation corridor with its distinctive character and wildlife corridor function. Access to the development could be provided through Green Belt land from Parvis Road, with a potential pedestrian access through Broadoaks which would give a more direct route into West Byfleet town centre and its services and facilities. The retention of the northern part of the parcel within Green Belt would help to avoid perception of development narrowing the Green Belt separation between Byfleet and West Byfleet. New Green Belt boundaries could be defined along existing features, although some are relatively weak and would require reinforcement along the south-west and southeast’ (GBBR paragraph 4.3.6);
- Taking into account biodiversity and flooding constraints, form new Green Belt boundary along edge of development to retained wedge of land adjacent M25 and retaining land to the north of the development within the Green Belt’;
- Setting of statutory and locally listed buildings;
- Improvement of cycle routes, linking into the existing cycle network;
- Significant highway, access and transportation improvements would be needed;
- Location of primary access – new access from Parvis Road, via a new roundabout at junction of Parvis Road with Blackwood Copse;
- Secondary access – existing A245/West Hall drive, Parvis Road (for emergency access purposes). Care home and existing West Hall properties would continue to be accessed via this unnamed road;
- Travel plan;
- Site located close to the proposed new SANG at Byfleet (effective date tbc);
- An unnamed country road passes through south along the proposed site from Parvis Road leading to West Hall;
- Development design should additionally have regard to the existing footpath network – public right of way through site and tree retention (Tree Preservation Order);

- Considering the whole 50 ha., site is within Flood Zones 2 and features a number of existing drainage channels, therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency required;
- The GBBR observes a small corner of Parcel 4 is ancient woodland and BOA. A large portion of the parcel is Grade 3 Agricultural and Safeguarded as a potential mineral resource (see para 3.3.20);
- Due to the proximity to significant traffic on the M25, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, to also include impacts from Parvis Road;
- Historical contaminative uses may have led to soil and groundwater contamination on this former MOD land that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Creation of new/improvement of existing open space for leisure and recreation as part of site development;
- Improve sustainable transport infrastructure including pedestrian and cycle links and bus services to West Byfleet District Centre, and to surrounding open spaces for recreation;
- ;
- Investigate increased need for education infrastructure and appropriate contributions to be made;
- Engagement with Natural England to determine quality of Agricultural Land;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site (such as TPO areas, woodland, parkland, Biodiversity Opportunity Area, Wey Navigation wildlife corridor) – design to have regard to biodiversity opportunities.
- Seek to retain and improve natural features and habitat connections;
- Provision of new and improved green infrastructure and improved connectivity to wider GI network, with a view to minimise impact of development on character of landscape and settings of heritage assets;
- Site layout and design to create a strong landscape edge to development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change;
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in

the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. The MPA would require an accurate assessment of minerals reserves based on borehole investigations. If reserves are confirmed it will need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by any future residential development.

Reasoned justification: This Green Belt site is very sustainably located, to the east of West Byfleet, adjoining existing urban area in residential use, the Broadoaks site (currently in the Green Belt however see Proposal Site GB16) and the West Hall Estate (a mix of offices, a nursery, homes, a care home and grazing land within the Green Belt). Whilst this land is particularly sensitive in landscape terms, it has great potential to deliver sustainable development; however development will need to be sensitively designed to create a strong landscape edge to the settlement.

The remaining wedge of Green Belt land to the east of the site and the M25 would serve to maintain effective separation between the settlements of West Byfleet and Byfleet as well as protect valued features (the ancient woodland of Old Wood, listed West Hall and its setting, biodiversity and flooding characteristics).

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

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

There is scope for significant areas of landscaping to create an appropriate boundary to the Green Belt in this location whilst conserving as much of the landscape setting as possible.

The entire site is contained within a Mineral Safeguarding Area for concrete aggregate¹. Surrey County Council has been consulted. Surrey Minerals Plan Policy MC6 states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The assessment of potential mineral zones (PMZs) undertaken for the plan in 2004 provides additional information. This includes PMZ80 - West Byfleet, which includes most of the proposed residential site. The assessment at that time was that the small quantity of mineral reserve (approximately 0.5 million tonnes) and the difficulty of access would mean that the extraction of the sand and gravel would be very unlikely to be viable. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. The MPA therefore would require an accurate assessment of reserves based on borehole investigations. If reserves are confirmed the MPA would need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by future residential development.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;
- Phasing may be required.

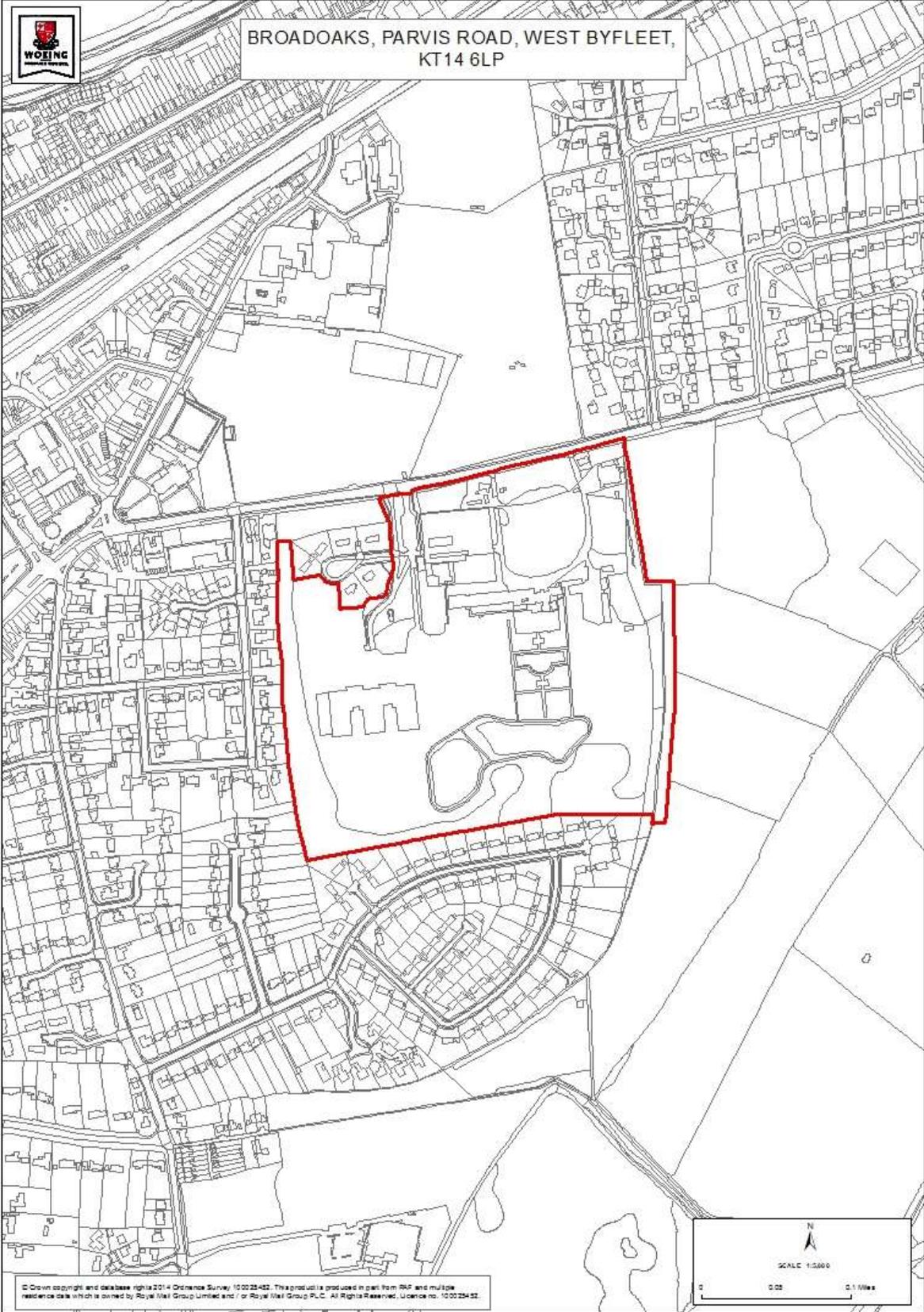
Key evidence base:

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

- Green Belt boundary review (Parcel 4, WGB004a)
- Strategic Housing Land Availability Assessment
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Thames Basin Heaths Special Protection Area Avoidance Strategy
 - Design SPD
 - Sustainability appraisal
 - Habitat Regulations Assessment.

Proposal reference: GB16

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





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

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

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

- The extant planning permission provides an appropriate approach to the development of this site in the context of the Green Belt. This allocation removes the site from the Green Belt designation, in which circumstance development could take a different form from that previously permitted;
- Any new alternative development scheme would need to address the following:
 - Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
 - Mitigation of the impacts of residential development upon the Thames Basin Heaths Special Protection Area (TBHSPA), in line with the Council's latest TBHSPA Avoidance Strategy;
 - Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
 - Include significant elements of green infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12)
 - Development design would need to retain and enhance the setting of the sites Grade II statutory listed buildings (the Manor House, Dairy and Coach House), retention of trees (Tree Preservation Order), and remediation of likely contamination;
 - Avoid development on the site frontage, which is considered to form a significant part of the setting of these listed buildings;
 - The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through pre-application discussion, informed by a Transport Assessment (commissioned by the developer / legally established consortium of developers). Potential issues to be addressed (and secured through a S106 legal agreement) will include:
 - Significant A245 - site access junction likely to be needed to provide vehicular access to the site. Depending on the scale of the employment use proposed, further off-site highway improvements may be necessary on A245 away from site.
 - Need to address lack of pedestrian and cycle infrastructure on south (development site) side of A245 and need to provide new / improved pedestrian / cyclist N - S crossing facilities over A245 to enable access to the existing pedestrian / cyclist facilities.
 - Bus stops should be located close to the A245 site frontage and the site layout /

design should provide as direct as possible a route from the development to those stops.

- A245 non-vehicle infrastructure improvements should be provided to enable site residents to cross the A245 / connect to existing pedestrian / cyclist infrastructure and hence access local transport services.
 - Due to the proximity to traffic on the M25 and Parvis Road, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required to ensure no adverse impact (whilst recognising no residential development proposed). Further conditions/informatives may be needed to protect off-site residential amenity;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation will be necessary and remediation likely to be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF).
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Improvements to cycling and pedestrian links from and to site and West Byfleet District Centre;
- 'Design out' opportunity for crime and create an environment that reduces fear of crime;
- Improve access to and from site by improving transport infrastructure, including bus services;
- Amenity of residential area to west to be taken into account with regard to any increased lighting;
- Design of development to enable conservation of protected trees (site is designated a Tree Preservation Order Area) and of woodland habitat to the east;
- Development to include new/improved green infrastructure and improve connections to wider GI network.
- Site layout and design to retain/create a strong landscape edge to development.
- Development to be sensitively designed with regard to Grade II Listed Building and its setting, and consider possibility of sensitive re-use/restoration of heritage asset.

Reasoned justification: The site has an extant planning permission as a high quality office and research park set within landscaped grounds. Retention of this site for quality office and/or research premises is important as no other similar sites are available within the Borough.

There is an extant planning permission, part implemented, for B1-use employment development, which includes a substantial package of A245 highway works (appeal decision PLAN/1998/0340).

Permission was granted in 2011 for change of use of block C from Offices to flexible office and data centre use (PLAN/2011/1127).

Completion of the Broadoaks scheme will assist in improving the profile of the West Byfleet centre as a business location.

Policy CS15 - *Sustainable economic development* recognises and safeguards the site for use as a high quality business park. The site is allocated for employment development comprising around 16,722 sq.m offices.

The Core Strategy acknowledges that alternative uses may be considered; 'the Council will consider justified alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough'.

This existing large partially developed site is currently designated by the Core Strategy as a Major Developed Sites in the Green Belt. This proposed allocation would supersede that designation but the site would remain a Major Employment Site, protected by Policy CS15 – *Sustainable economic development*.

The site is very well-contained in the landscape, surrounded by woodland to the east (Tins Wood and Dodds Wood), and lies the visual envelope of the existing built up area of West Byfleet.

Paragraph 7.3.8 of the GBBR notes that the site 'already contains significant development with consent for redevelopment. The area to the east of this is recommended for removal from the Green Belt to accommodate new development, and it will no longer serve any Green Belt purposes'.

Exclusion of this area of land will not alter its use but will assist in rationalising the Green Belt boundary, to ensure a strong defensible boundary that will endure in the future, as required by national planning policy and in line with the commitment given in Core Strategy Policy CS6 that any release of Green Belt land to meet the development requirements of the Core Strategy does not undermine the overall purpose and integrity of the Green Belt.

Delivery arrangements:

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

Key evidence base:

- Green Belt Boundary Review (Parcel 4, Area D)
- Employment Land Review
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014)
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- English Heritage list entry
- Design SPD
- Sustainability appraisal
- Habitat Regulations Assessment.

Section C – Land for SANG use within the Green Belt

These sites are which it is proposed remain in the Green Belt. They do however provide the opportunity to improve infrastructure to serve existing communities as well as support planned new development. The nature of this opportunity is in each case explained in the Proposal section. These Proposal Sites have references beginning GB.

Byfleet

Proposal reference: GB17

Site address: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB







Policy GB17: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB

This 15.43ha. Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential including Affordable Housing development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated a SANG the site will need to fulfil a certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible.
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The following constraints will have to be addressed in any SANG Proposal and Management Plan:
 - The site is within Flood Zone 2 and is therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency required.
 - Within Biodiversity Opportunity Area; consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted.
- Due to the proximity to significant traffic on the M25, any development would need to consider

the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment and Air Quality Assessment would be required;

- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from urban area via Parvis Road and from any new development later in safeguarded Proposal Sites GB4 and GB5;
- Improvement of public footpaths within site (to fulfil Natural England requirements for SANG development);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended.

Reasoned justification: Woking Borough Council has acquired this land for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

At present, SANG provision is generally focused in the north, south and west of the Borough. The provision of SANG in this location offers the opportunity to improve coverage to the east of the Borough and generally improve connections and accessibility between the various open spaces in this part of the Borough.

The site would provide SPA mitigation for a capacity of 78 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

- Woking Borough Council has purchased this land for use as a future SANG. Arrangements are in hand to bring this proposal forward;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance through CIL contributions.

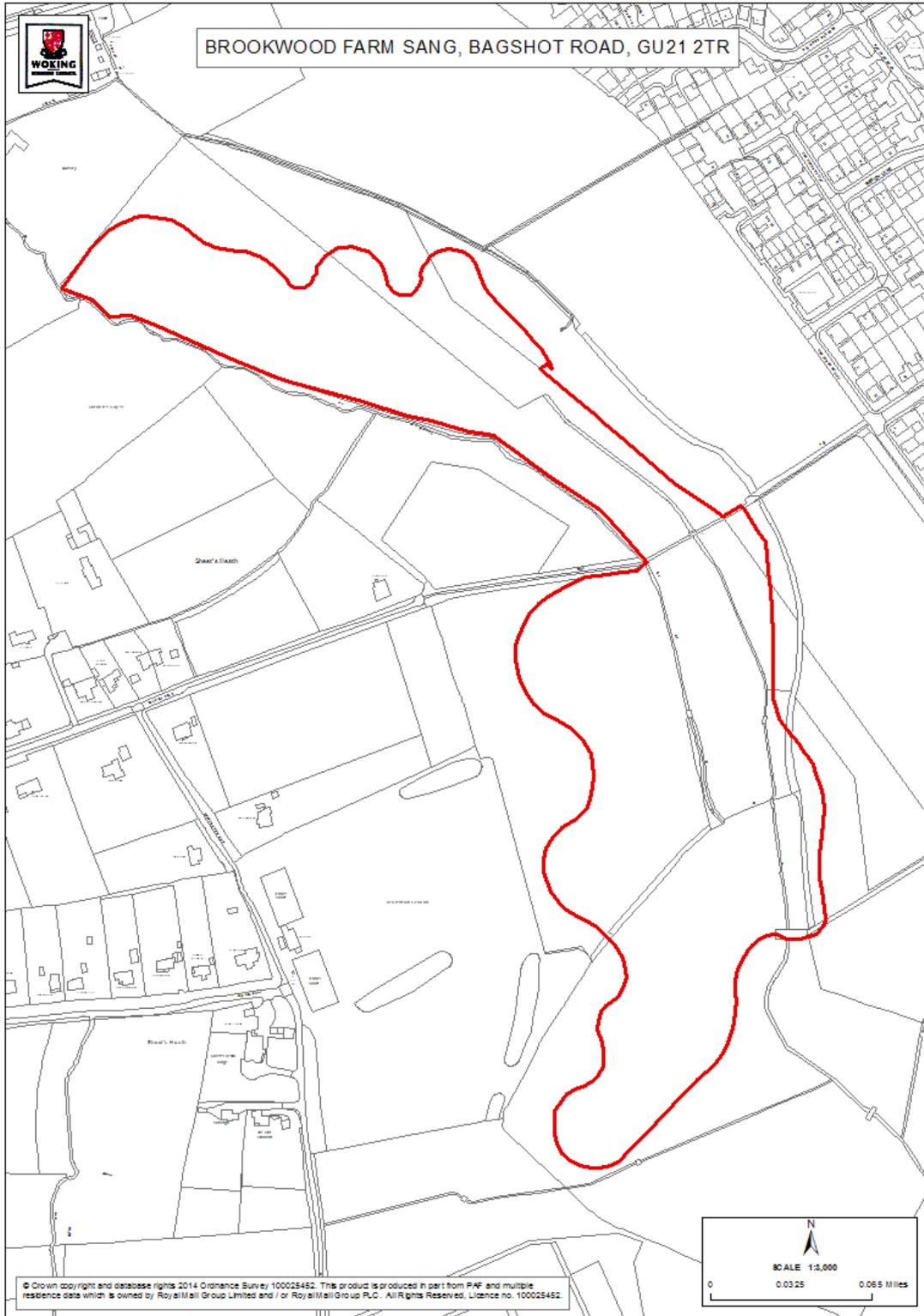
Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015
- Green Infrastructure Strategy 2014
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Design SPD.

Knaphill

Proposal reference: GB18

Site address: Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR







Policy GB18: Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR

This 8.06 ha. Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential including Affordable Housing development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan have been prepared for the site to ensure that the site meets the SANG criteria and ensures adequate maintenance in perpetuity.
- Some adjustment of the SANG site boundary may be required to accommodate wildlife habitat in accordance with a condition of the planning permission;
- Provision of improved accessibility to open space via pedestrian/cycle links, particularly from Brookwood Farm to the east and Brookwood urban area to the south;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider Green Infrastructure network;
- Incorporation of waste facilities to service the open space;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended.

Reasoned justification: This land was approved as SANG as part of the Brookwood Farm development, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

Details were set out in the planning application for development of the land at Brookwood Farm (permitted April 2013, PLAN/2012/0224, SHLAAKN062), currently under construction. This is a bespoke SANG associated with the residential scheme of 297 dwellings. Brookwood Farm is a Proposal Site identified in the Local Plan 1999. The SANG is to be located to the west of the site, creating a soft edge to the new scheme. The site is currently semi improved grassland with limited access. The site itself is well connected to other open spaces, including the existing Brookwood Country Park SANG and would make a positive contribution to the wider green infrastructure (GI) network.

The site would provide SPA mitigation for a capacity of 418 dwellings (provisional calculation, subject to the advice of Natural England).

This SANG will provide mitigation for the Brookwood Farm development (under construction).

The land would remain within the Green Belt.

Delivery arrangements:

- A legal agreement has been signed which secures the delivery of the SANG in accordance with the SANG Proposal and Management Plan (these are appended to the legal agreement for PLAN/2012/0224). These have been informed by comments by Natural England, Surrey Wildlife Trust and the Environment Agency. Ongoing consultation with Natural England on outstanding matters.
- Delivery secured through S106 in conjunction with planning permission PLAN/2012/0224. This new SANG is anticipated to come into use 2015+, subject to essential works being carried out.

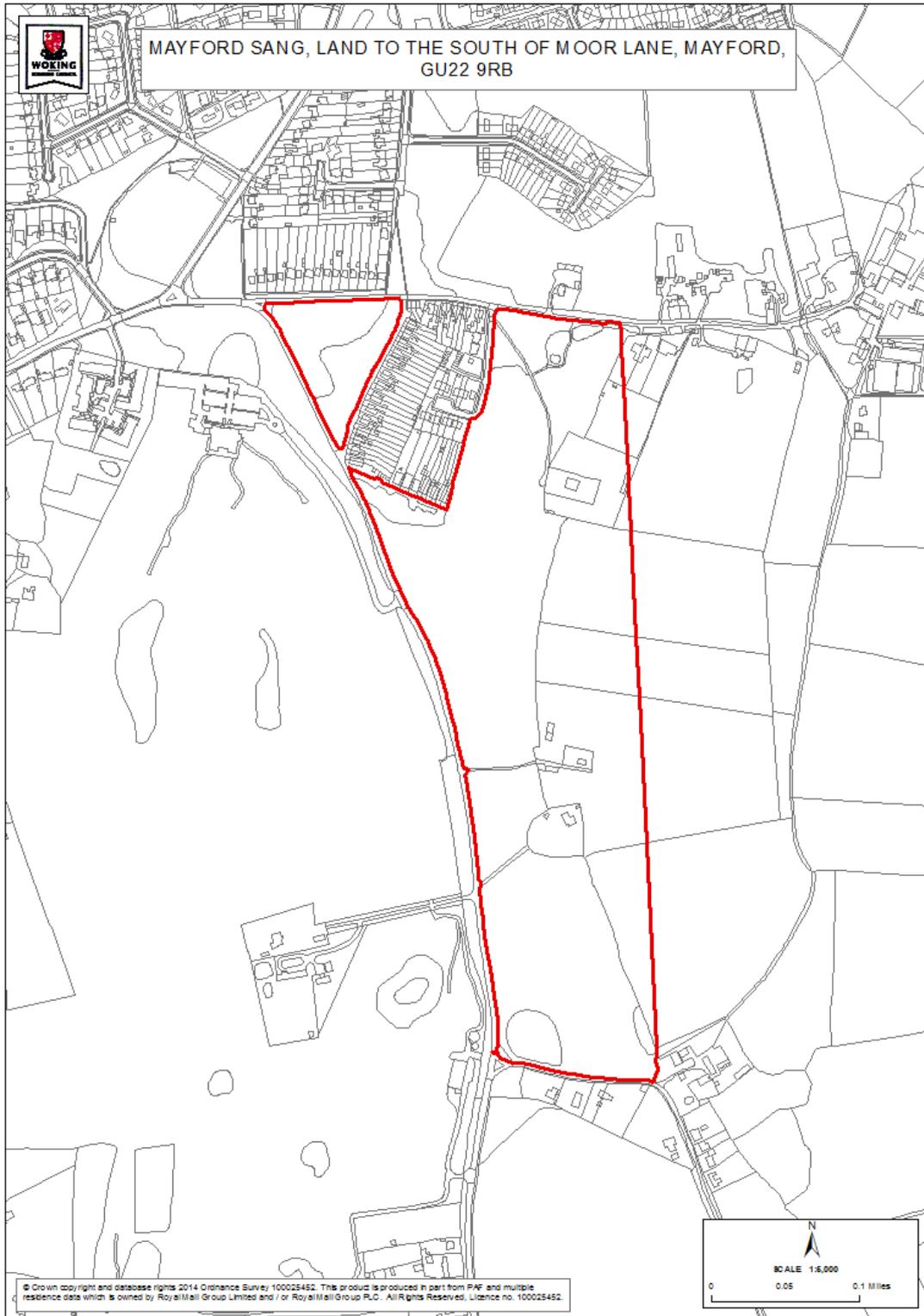
Key evidence base:

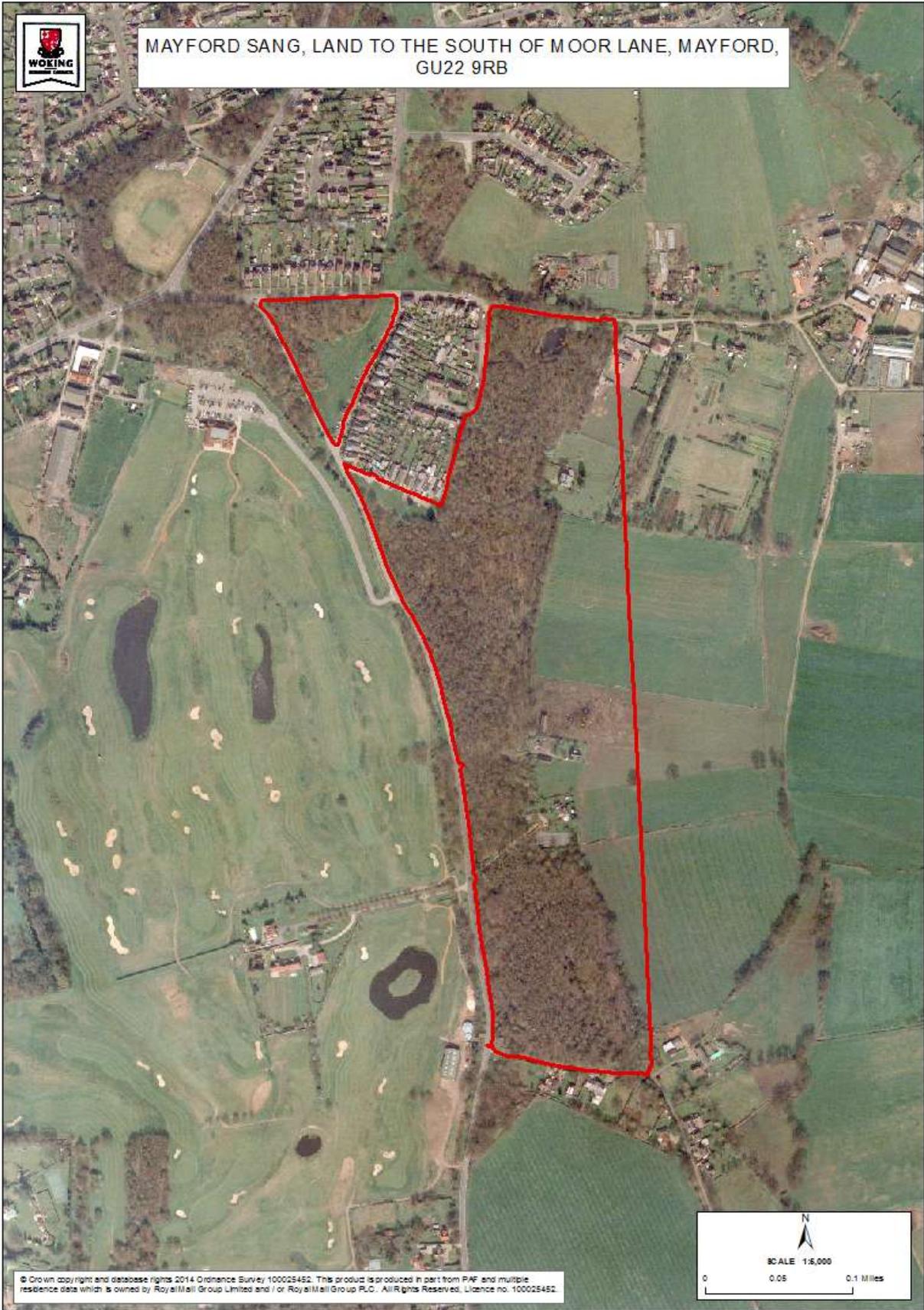
- Thames Basin Heaths Avoidance Strategy 2010-2015
- Legal agreement for PLAN/2012/0224, appended SANG Proposal and SANG Management Plan
- Green Infrastructure Strategy 2014
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Woking Borough Community Infrastructure Levy Regulation 123 list (2014)
- Design SPD.

Mayford Sutton Green

Proposal reference: GB19

Site address: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB







Policy GB19: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB

This two part Green Belt site, totalling 17.4 ha, is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential including Affordable Housing development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- Surrey Wildlife Trust has prepared a management plan for Westfield Common. A SANG Proposal and SANG Management Plan should be prepared for the whole site, in consultation with Natural England;
- Specific considerations for this SANG include:
 - the provision of parking
 - the potential implications of the existing designations
 - exploring pedestrian and cycle accessibility between the site and the new Moor Lane

development to the north of the site, and from Gresham Mill to the east of the site;

- The following constraints will have to be addressed:
- Part of the site is a SNCI - appropriate measures in place to conserve nature conservation interest found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. Enhancement measures that would contribute to the biodiversity of the area are encouraged. A Management Plan has been prepared for Westfield Common that identifies management priorities for the next five years. Surrey Wildlife Trust will manage the implementation of the plan on behalf of the Borough Council. The work program will be reviewed annually as works progress and information evolves.
- Part of the site is designated at a local level as the Westfield Common Site of Nature Conservation Importance. Certain works will require the consent of DEFRA. Car parks and circular walks will in particular require careful consideration. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest.
- The above constraints may result in these areas being excluded from inclusion within the SANG if the designations affect the capacity to absorb new visitors;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Explore potential to link this with land to the east (at Hersham Mill);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space;
- Appropriate measures to be put in place to preserve and enhance the biodiversity of the SNCI – consult with Surrey Wildlife Trust and Natural England.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The provision of SANG in this location offers the opportunity to improve linkages and accessibility between open spaces in this part of the Borough (particularly between the site and Gresham Mill).

The site is fairly narrow and linear. The northern part of the site is not considered suitable as a SANG as it has a distinct urban feel, although it provides a sufficient transitional zone between urban character to the north and the more rural character to the south, which the Council does feel could provide a SANG.

The site is owned by the Council and is an SNCI. The Council has recently adopted a Management Plan for Westfield Common, which identifies various works to be undertaken on the site in the next five years to enhance biodiversity and other general environmental improvements (benches, way markers).

The site would provide SPA mitigation for a capacity of 901 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance through CIL contributions.

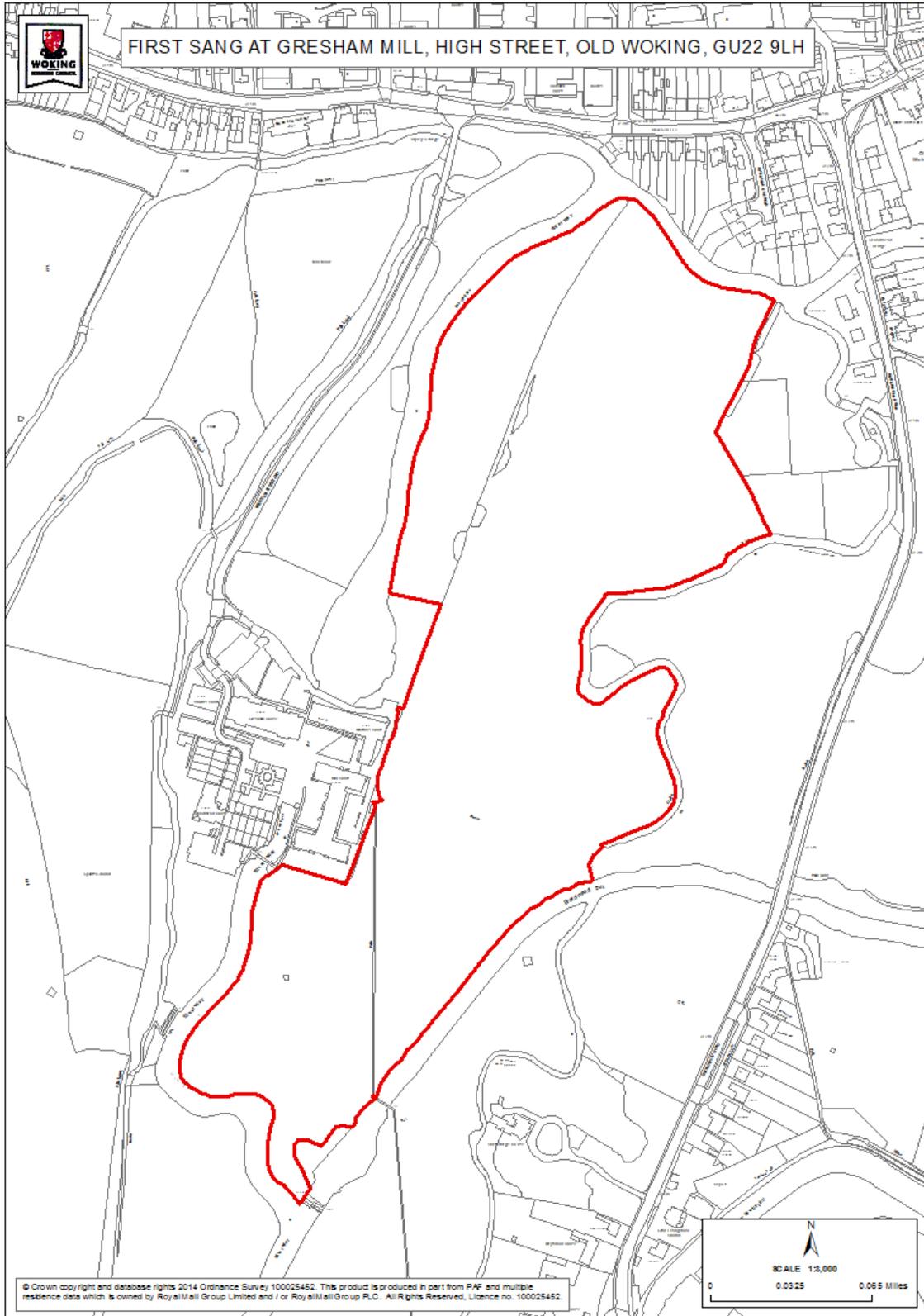
Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015
- Green Infrastructure Strategy 2014
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Westfield Common Management Plan 2014
- Letter from Natural England, August 2012
- Design SPD.

Old Woking

Proposal reference: GB20

Site address: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB20: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.9 ha. Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential including Affordable Housing development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- The Council has committed to deliver the site as a SANG when it is transferred to its ownership. To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan has been/ should be prepared, in consultation with Natural England;
- There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;
- The following constraints would have to be addressed/ resolved;
- Within Flood Zone 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year;

- Consider introducing sustainable drainage and flood attenuation within any landscape proposals;
- Within Biodiversity Opportunity Area; consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required.
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site;
- Design of SANG to pay regard to environmentally sensitive area of River Wey SNCI;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network – particularly River Wey SNCI.
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The TBHSPA Avoidance Strategy anticipates this site coming forward for SANG use. Paragraph 4.10 explains: 'Martins Press, High Street, Old Woking – 13 hectares of SANG land will be provided. The SANG land is part of a planning application (reference 06/0538) for the redevelopment of a print works to form up to 88 residential units. A legal agreement has been signed whereby the site will be handed over to the Council and subsequently managed by the Council, becoming a SANG.

Details were set out in the planning application for development of the land at Gresham Mill / Martin's Press PLAN/2006/0538, PLAN/2010/0234.

The site would provide SPA mitigation for a capacity of 674 dwellings. The Gresham Mill development commits 88, leaving capacity for 586 dwellings.

The land would remain within the Green Belt.

Delivery arrangements:

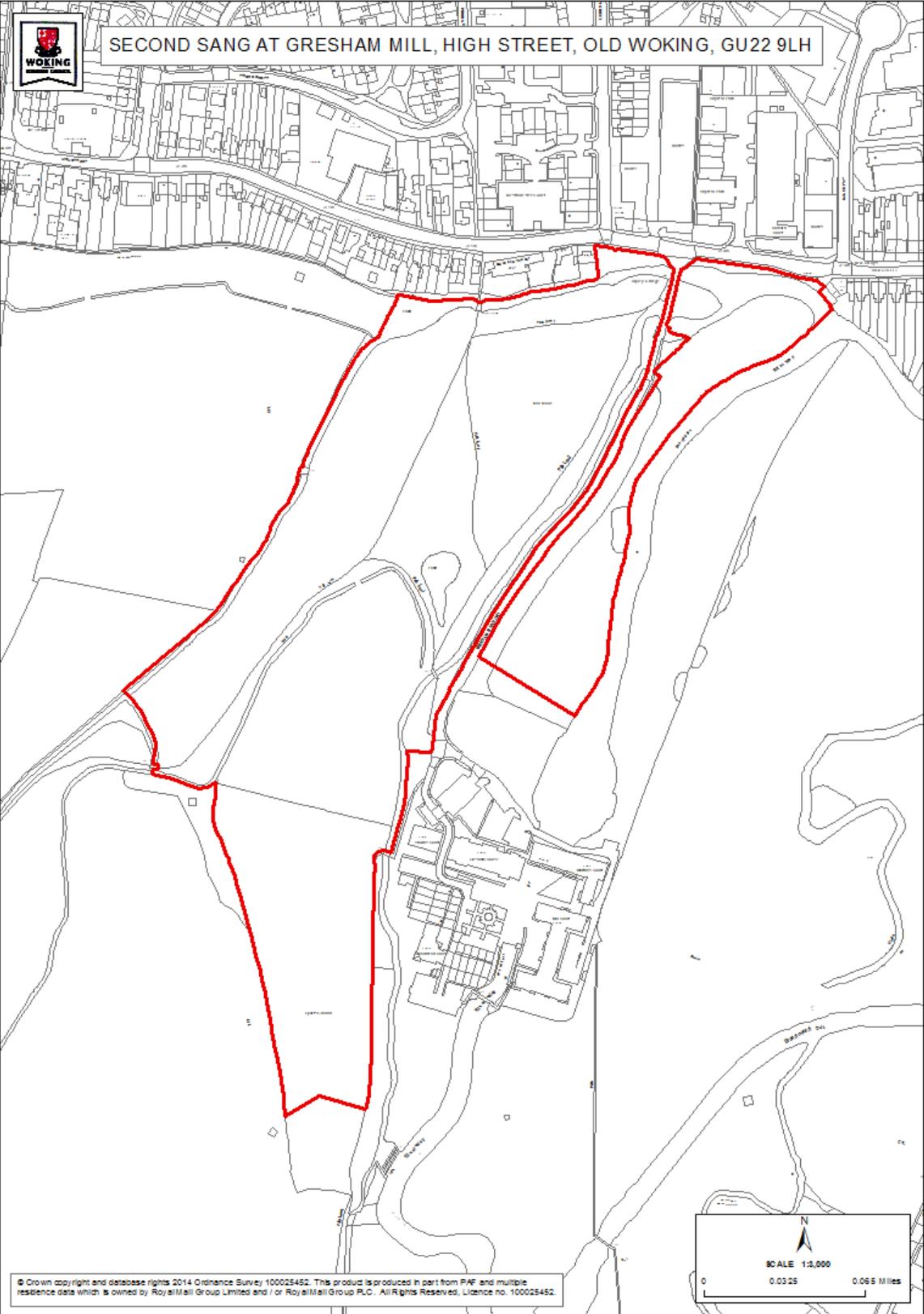
- Landownership is due to pass to the Council from the developer;
- Woking Borough Council also owns land to the west, there is potential to combine the areas and create a larger SANG in this area (see Proposal Site GB21)
- Delivery expected by 2015/2016
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance through CIL contributions.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015
- Green Infrastructure Strategy 2014
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Letter from Natural England, August 2012
- Design SPD.

Proposal reference: GB21

Site address: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB21: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.52 ha. Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential including Affordable Housing development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible;
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The production of these will enable an appropriate tariff to be set;
- Specific considerations for this SANG include design considerations such as sufficient screening in relation to the adjoining development; the provision of parking; and the potential implications of the existing designations. There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;
- The following constraints would have to be addressed/ resolved:
- Part of the site is a SNCI - appropriate measures in place to conserve nature conservation interest

found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest;

- Enhancement measures that would contribute to the biodiversity of the area are encouraged;
- Part of the site is designated at a local level as Common land - certain works within Common Land will require consent from DEFRA. Car parks and circular walks in particular will require careful consideration;
- The above constraints may require adjustment of the SANG boundary; additional research will be required in this respect;
- The site is within Flood Zone 3- therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. The provision of footbridges to enable circular walks over water corridors also a consideration. Early engagement with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required.
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site, and Gresham Mill development;
- Design of SANG to pay regard to environmentally sensitive areas of River Wey SNCI and Mill Moor SNCI;
- Design of SANG to retain and enhance protected tree belt to north west of site, subject to TPO;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space.

Reasoned justification: This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.

The TBHSPA Avoidance Strategy anticipates the adjacent site to come forward for SANG use (see above). A legal agreement (PLAN/2006/0538) secures the transfer of this land to the Council. The Council also owns land to the west, which it anticipates will be combined with the forthcoming SANG to create one large SANG.

This would ensure a comprehensive scheme, which offers wider opportunities to militate against the impacts of residential development on the SPA. For example it would allow for improved ability to create a circular walk.

The site would provide SPA mitigation for a capacity of 493 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

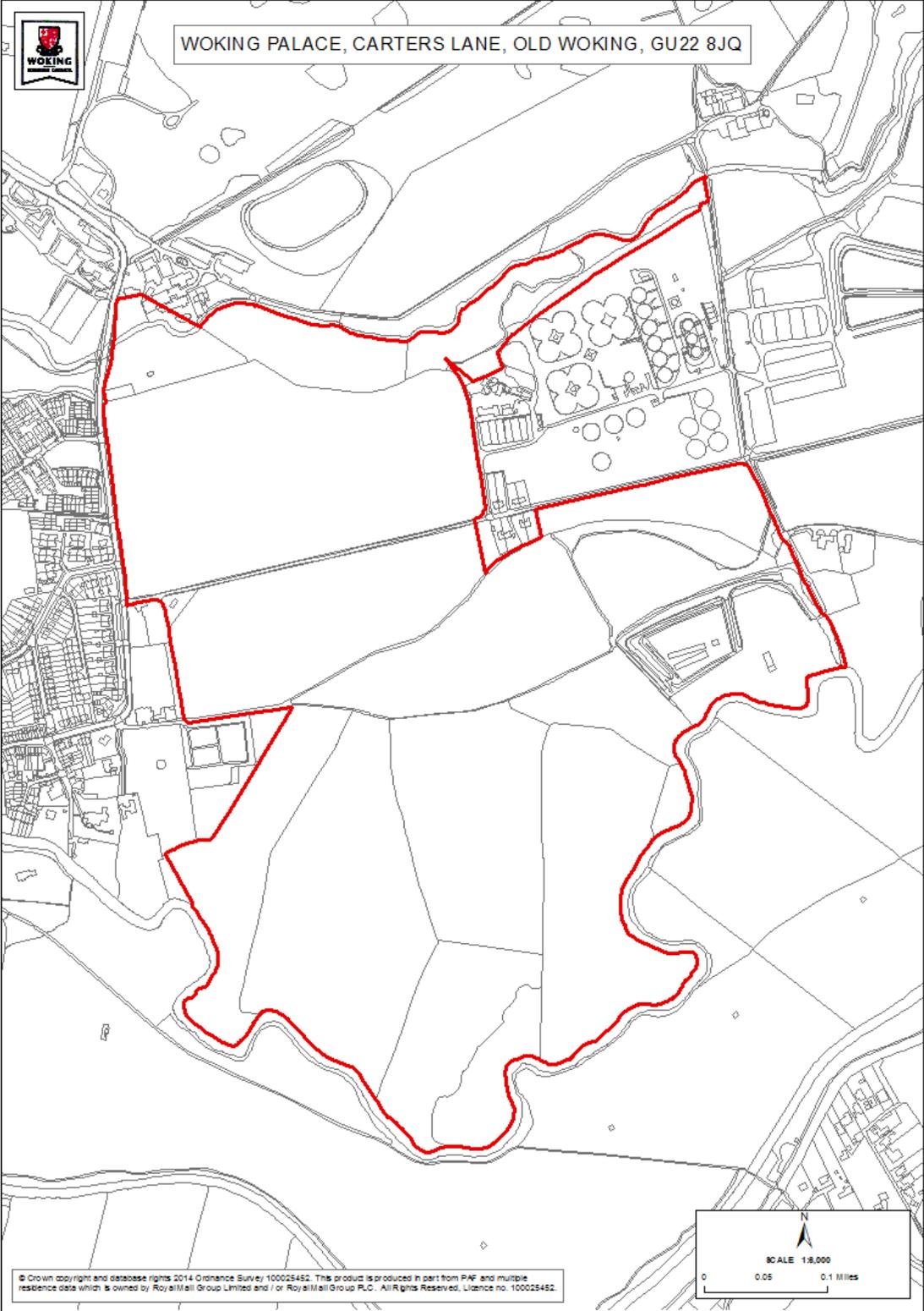
- Part of the land is Surrey County common land and rest (the former Martins Press sports pitches) is now owned by Woking Borough Council;
- Delivery of this second SANG site at Gresham Mill will be within the next five years;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance through CIL contributions.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015
- Green Infrastructure Strategy 2014
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Letter from Natural England, August 2012
- Design SPD.

Proposal reference: GB22

Site address: Woking Palace, Carters Lane, Old Woking, GU22 8JQ





Policy GB22: Woking Palace, Carters Lane, Old Woking, GU22 8JQ

This 64.4ha site is allocated for use as Heritage Parkland/Country Park surrounding Woking Palace.

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

- The Council would support the creation of a Country Park on land adjacent to Woking Palace Scheduled Ancient Monument, as illustrated on the Proposals Map.
- Proposals must pay particular attention to the sites' Green Belt status, the setting and nature conservation interests of the Wey and Hoe Stream, and the setting of the ancient monument.
- Development should be sensitively designed to have minimal impact on the historic asset;
- Restore or enhance historic features - for example the walls and ponds;
- Improve accessibility to and within the site by all transport modes, including improvements on the junction of the B382;
- Include parking facilities which would have low visual impact on the surrounding landscape and historic features;
- Incorporate low key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Retain existing landscape features (including trees and hedges) to conserve and enhance biodiversity on the site;
- Create links to the wider Green Infrastructure network (including public rights of way);
- Be sensitively designed to have minimal impact on the adjoining watercourses;
- Submit an archaeological assessment in line with Core Strategy policy CS20; and
- Be in keeping with other policies in the Development Plan for the area.
- In addition to any assessments required by other Development Plan policies, planning applications for this site should be accompanied by a heritage statement and archaeological assessment indicating how the criteria in this policy have been addressed.
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Safe accesses for all modes (pedestrian, vehicular) will need to be identified.
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals for the scheme – Flood Risk Assessment may be required;
- Development of the site to incorporate low-key recreation and leisure uses that will have a minimal impact on surrounding landscape;

- Development to improve accessibility to and within the site by sustainable transport modes – public footpaths, cycle routes, bus services to be created/improved;
- Detailed design and site layout to take into account proximity of sewage works;
- Retain, enhance and create habitats and features which have biodiversity value, including Hoe Stream Fields SNCI, Oldhall Copse SNCI, and Roundbridge Farm SNCI;
- Detailed design of open space to improve connectivity of habitats within site and to wider GI network (e.g. by including GI corridors);
- Provision of GI assets which demonstrate multi-functionality;
- Surrey Wildlife Trust to be consulted with regards to Biodiversity Opportunity Area status;
- Development to be sensitively designed to have minimal impact on important natural and historic landscape (including consideration of lighting);
- Development to seek to restore or enhance historic features;
- Incorporate low-key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Development to seek to retain important landscape features (including trees and hedges) and create new features;
- Archaeological assessment to be conducted, and any appropriate mitigation measures to be incorporated;
- Design of development and site layout to pay regard to heritage assets and their setting.
- Design of development should facilitate the reduction of waste by providing waste/recycling facilities;
- Design of development to pay regard to adjoining watercourses and retain undeveloped buffer zones alongside them;
- Retention and enhancement of public rights of way.

Reasoned justification: In its mission to increase the recreational, educational and open space resources of the Borough, the Council would like to bring about the rejuvenation of Woking Palace – a Scheduled Ancient Monument.

Woking Palace comprises the remains of the built structures and also earth works from the moat, a copse and a group of fishponds. Particular importance is placed on the site because of its excellent survival, high diversity, enormous archaeological potential, historical association with royalty and amenity value. The Council supports the creation of a country park at Woking Palace and the adjoining area to help revitalise and restore this valuable historic asset, enhance biodiversity and to help meet the future open space and recreation needs of the Borough up to 2027, as identified in Core Strategy Policy CS17.

The Council owns the ancient monument but not the surrounding land and would like to see it restored and brought into use through the creation of a Country Park and associated uses in this location. The area was identified in the previous Local Plan 1999 for a similar purpose.

The site was the former location of a moated manor house which was transformed into a Royal Palace in the medieval and post medieval period. Notable residents of the palace included Lady

Margaret Beaufort, Henry VII and Henry VIII. At present, the only few built remains left are a few brick walls, a small stone building and a network of buried foundations.

Access to the site is restricted most of the year except on a few open days where the public is invited to visit, and as such only a small number of people have had the opportunity to visit the valuable heritage asset. The isolation of the monument has led to security issues and some of the remaining buildings have been the target of arson attacks over recent years. The Council considers there to be opportunity to bring the monument and adjoining grounds into active use, which would encourage visitor numbers and add vitality to the asset, therefore reducing the vulnerability of the site to vandalism. The site could accommodate a range of low key leisure, recreation and heritage uses.

The area is covered by a number of designations. It is within the Green Belt, is a Scheduled Ancient Monument with high archaeological potential, contains areas of nature conservation and is at risk of flooding. Therefore proposals will require careful consideration having regard to these, balancing the historic significance, ecological importance and economic growth. The Council will work closely with key stakeholders, including English Heritage, Natural England, interest groups such as Friends of Woking Palace and adjoining landowners and neighbours to develop an appropriate proposal for the site.

Development into a Country Park will ensure positive benefits including provision of open space and recreation for the community, opportunities to improve Green Infrastructure components and the network for enhanced nature conservation and biodiversity, and the preservation and maintenance of important historical features.

Improving accessibility to and within the site will be important. This includes access to the site and access within it. Junction improvements would be required on the B382 from Carters Lane, and footpath/cycle links within the site should improve accessibility to those surrounding the site.

The Council will seek to secure the necessary land for the Country Park through negotiation. However, the use of compulsory purchase powers will be considered if necessary.

Whilst presented under Section C, use of the site as Suitable Alternative Natural Greenspace (SANG) is not proposed at this time.

The land would remain within the Green Belt.

Delivery arrangements:

- Funding for the creation of the Heritage / Country Park will be through CIL contributions.

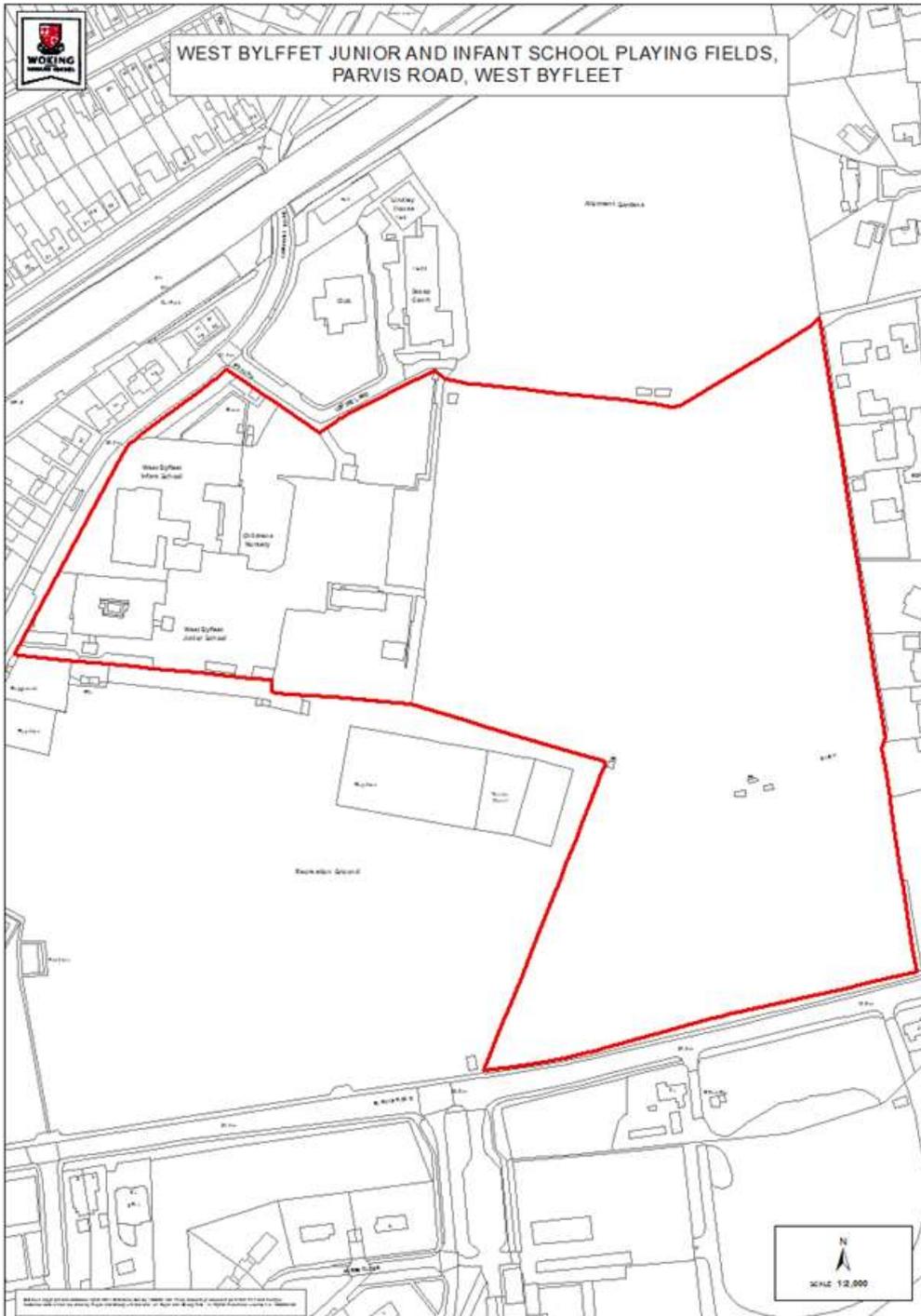
Key evidence base:

- Green Infrastructure Strategy
- Friends of Woking Palace information at: www.woking-palace.org
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Local Plan 1999
- Design SPD.

West Byfleet

Proposal reference: GB23

Site address: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG







Policy GB23: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG

This 6.78ha site is excluded from the Green Belt and is allocated for open space.

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

- Use of site development and site layout to pay regard to heritage assets and their setting.
- Retention and enhancement of public rights of way.

Reasoned justification: The Green Belt boundary review (GBBR) recommends exclusion of this land from the Green Belt paragraph 7.3.3 advises that it is 'an area of public open space, a school and associated playing fields which are essentially part of the urban area of West Byfleet being contained by urban development on three sides and the Major developed site in the Green Belt at 'Broadoaks'. It makes no contribution to Green Belt purposes'.

Taking into account other changes to the Green Belt boundary recommended by this Site Allocations DPD, would result in the formation of a Green Belt 'island', which would not be logical. Its exclusion from the Green Belt is therefore sought.

This land would not be developed. It is existing open space associated with an educational use. Accordingly it is allocated for continued use as open space.

Delivery arrangements:

- None

Key evidence base:

- Green Belt boundary review (Parcel 3 - Area A).

Implementation and Monitoring of the Site Allocations

This section sets out how the Site Allocations will be implemented and monitored. It shows how specific sites will be delivered, by whom and when. In some cases delivery will be assisted by additional guidance provided through Supplementary Planning Documents.

There are many factors that will influence the implementation and delivery of the proposals set out in this document including land assembly, changes of ownership, funding and the economic conditions. To be effective a DPD must be deliverable.

Monitoring

Preparation of a development plan document (DPD) is not a standalone activity. It is the beginning of a process of implementation that involves regularly checking how effective the plan is in delivering what it aims to achieve. For example, to consider the extent to which policies and sites are being implemented, to identify policies or sites that might need to be amended or replaced, to identify any unintended consequences, if assumptions or circumstances underlying a site's allocation or a policy have changed and if any targets set are being met. Monitoring reveals any such delivery issues and allows adjustments to be made if required to ensure successful delivery of the plan.

Monitoring the performance and effects of the Site Allocations DPD will be integral to its delivery. Monitoring will be reported annually, typically retrospectively considering the preceding full monitoring year (1 April to 31 March) or part of year (where a document is adopted part way through a year). The outcomes are presented in the Local Plan Monitoring Report, published on the Council's website in December of each year. The annual Monitoring Report (AMR) in turn informs the timing and nature of future reviews of Local Development Documents like the Site Allocations DPD and the Core Strategy.

The Council has a project management plan set out in the Local Development Scheme (LDS) for the preparation of its Local Development Documents. How the Site Allocations DPD has been prepared in accordance with timescales set out in the plan is the first stage of its monitoring. At this stage, the Site Allocations DPD has been prepared according to timescales in the plan.

Monitoring of the delivery of sites is also essential for the Council to identify and maintain a continued supply of residential land, as required by national planning policy².

Through parallel monitoring of the Core Strategy, the Council also monitors the delivery of infrastructure such as transport improvements.

Individual development sites allocated by the Site Allocations DPD contribute to delivery of the amount and types of development planned by the Core Strategy. Their delivery will contribute directly towards delivery of the overall planned growth to 2027 and will therefore be monitored simultaneously with the Core Strategy. The Core Strategy establishes an extensive monitoring framework to assess the delivery of strategic policies, and the Site Allocations DPD will be monitored against the monitoring indicators in the Core Strategy including those concerning residential completions, additional employment and town centre floorspace provision.

In addition, progress on individual sites will be monitored against the capacity and phasing information set out under the Site Allocation 'Proposal' and 'Delivery' headings of the Site Allocations DPD.

² National Planning Policy Framework (NPPF), <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Implementation

Delivery mechanisms

Chapter 6 of the Core Strategy identifies the key mechanisms to deliver the Core Strategy, including through the Council's own functions. These mechanisms will in turn deliver the Site Allocations / Site Allocations DPD. For example:

- planning application process
- developer contributions (see also 'Infrastructure funding' above)
- Compulsory Purchase Powers
- rationalisation of Public Sector Assets
- publication of supplementary planning documents on key topics such as Climate Change, Affordable Housing Delivery and Design
- subject to demonstrable market demand and the requirements of the Core Strategy, direct provision of developments through joint venture schemes - such as the Victoria Square Development - will be used to progress redevelopment quickly
- other Council activities to proactively address key priorities such as Affordable Housing and economic growth and
- those seeking to improve the quality of the living and working environment as a whole, such as public realm improvements in the Town Centre and the provision of new and improved green infrastructure networks (which help to create confidence and encourage private investment).

There are a number of measures that could be taken to 'unlock' any development sites that have stalled. These might include land assembly or infrastructure provision.

Delivery timing/ Phasing

The development identified by the Site Allocations DPD will not be delivered in one go. Development sites will be delivered individually in response to the market, within the context of the Core Strategy and more detailed framework established by the DPD land allocations.

The Council recognises that the nature and cost of development schemes will influence when specific schemes come forward in the short, medium or long term. Some schemes will need to be phased. The anticipated timing of delivery on each of the development sites is summarised in earlier **Tables 2, 3 and 4**.

Each detailed Development Management Policy and Proposal Site in the draft Site Allocations DPD includes a section on 'Delivery'. This explains how, when and by whom the policy will be implemented.

Delivery partners

The Council will work with developers and landowners (including its own housing delivery company Thamesway), infrastructure providers, Registered Providers and others to ensure effective and timely delivery of the Site Allocations.

The public sector's role will include: investment in infrastructure to help to create the necessary environment for policies and proposals to be delivered; direct investment in delivering some policies and proposals such as Affordable Housing and rationalisation of public sector assets to maximise their effective and efficient use; and disposal of assets for alternative uses or co-location for efficient use of land. Woking Borough Council and Surrey County Council will also ensure development meets all necessary standards and objectives.

The private and voluntary sectors will provide direct investment in land and buildings, whilst developers will also contribute directly towards infrastructure delivery through CIL.

The Council will continue to work proactively in partnership to deliver projects of cross-boundary significance, such as the strategic monitoring and mitigation of Thames Basin Heaths Special Protection Areas and transport projects where Surrey County Council is the highway authority.

Sustained engagement with relevant partners under the Duty to Cooperate has helped to shape the Site Allocations DPD and will continue to inform the identification of opportunities to deliver the development required in the Borough and in the wider housing and economic markets.

Engagement with local communities

Some Proposal Sites will require extensive consultation depending on their nature, location and sensitivity. The Council will ensure that public consultation is integral to both preparation of this Site Allocations DPD and, when adopted, to the delivery process. The Council will work closely with its partners to achieve this. More information is provided in the [Statement of Community Involvement \(SCI\)](#).

Infrastructure funding

The delivery of development needs to be supported by adequate infrastructure.

The Council will ensure that development is supported by necessary infrastructure and/or financial contributions to infrastructure provision before planning permission is granted for sites allocated by the Site Allocations DPD and also those smaller development site opportunities also identified through the evidence base.

The Infrastructure Delivery Plan (IDP) sets out what the infrastructure required to meet the levels of growth proposed in the Core Strategy, which the Site Allocations DPD seeks to deliver. This includes details of where and when the infrastructure will be provided, who it will be provided by and how it will be funded. As part of work to prepare the CIL, the Council used and updated the IDP to highlight the key areas of infrastructure required to support development over the next 10 years.

The Community Infrastructure Levy (CIL) will contribute towards provision of this infrastructure. CIL will come into effect in Woking Borough on 1 April 2015. The adopted CIL Charging Schedule is supported by an indicative 'Regulation 123' list which clearly sets out infrastructure that will be funded through CIL.

The CIL Infrastructure Funding Gap Topic Paper establishes the total cost of the infrastructure required to support the proposed development, and identifies other sources of funding, to determine the funding gap to which CIL will contribute.

The Woking Joint Committee (including sub-committees) was established June 2014. The Committee is responsible for a number of areas previously considered under the former Surrey County Council Local Committee, as well as a number of new areas previously within the remit of Woking Borough Council. Local Borough and County councillors meet to discuss and decide jointly issues of relevance to the people who live, work or study in Woking. One of the Committee's responsibilities is determining how certain funding will be spent, including CIL contributions.

The 'key requirements' heading of each Policy explains, where known at this stage, the site-specific infrastructure required to deliver development of the site and/or the assessments that will be required to identify these.

Risk and contingencies

The Council is working towards the comprehensive delivery of the policies and proposals of the Core Strategy. Delivery of the policies and development site proposals set out in this Site Allocations DPD represents a significant step towards this goal. It has no reason to believe that these will not be implemented in full.

As the Core Strategy acknowledges, the Council does however accept that there could be circumstances where development fails to come forward for a number of reasons, some of which can be beyond its control. Where the Council is able to use its influence and power to enable the delivery of the Site Allocations DPD it will do so. The Core Strategy has an in-built mechanism to monitor performance through an Annual Monitoring Report. Generally, the outcome of this monitoring process will inform whether or not the Core Strategy and/or other complementary plans and strategies including the Site Allocations DPD should be reviewed.

Any policies or land allocations are failing to be applied, or are rendered obsolete, will be picked up through monitoring and appropriate actions identified to address the issue, as explained above.

At this stage, two potential areas of risk are identified, together with the contingency measures required to deal with them if they do occur:

- (a) Failure of sites coming forward for residential and/or employment development due to difficulties of land assembly and/or residential and employment delivery falling behind the projected trajectory

Windfall sites have not been counted when planning overall development supply through the Core Strategy. This therefore provides an allowance of flexibility for non-implementation of any particular site, as does the safeguarding of additional land at Pyrford (Proposal Site GB13, Land east of Upshot Lane and south of Aviary Road).

The viability of all sites has been considered for all brownfield sites. The viability level has not been set at the margins of viability, this therefore builds in a viability cushion. In addition land values are continuing to rise, further assisting viability.

At the end of three years after the adoption of the Core Strategy (after October 2015), the Council intends to undertake a comprehensive monitoring of the performance of residential and employment floorspace delivery. This monitoring will look at the cumulative delivery of residential and employment floorspace. If delivery is significantly behind the projected cumulative target over this period as set out in the housing trajectory and the Five Year Housing and Employment Land Supply Position Statements are not providing any evidence that this will be addressed in subsequent years, the Council will take steps to address these, as set out in paragraph 6.20 of the Core Strategy.

If particular allocated sites are not coming forward for development, the Council will review their key site requirements, if required.

Through the Site Allocations DPD, the Council is safeguarding land at the locations explained in Section B for long-term residential and associated development (between 2027 and 2040). Section B also explains the mechanism for release of safeguarded land from the Green Belt.

- (b) Infrastructure provision to support development

The Council will continue to work in partnership with infrastructure providers and the Woking Joint Committee to coordinate an effective and efficient delivery of infrastructure.

A significant proportion of the funding to deliver infrastructure will be secured in the form of development contributions on the back of residential and employment development, as described above.

Flexibility

More detailed analysis is required to define the specific responsibilities of each landowner/ stakeholder and also the likely section 106 and CIL contributions that will apply. The Site Allocations DPD site allocations provide a framework, drafted to ensure clear planning policy direction yet sufficiently flexible to encourage the private sector to lead the delivery of each major development site, supported, facilitated and in some cases in legal partnership with the Council and other public sector stakeholders.

Flexibility will also be improved by monitoring over time.

Development viability

The Council is confident that the sites allocated should be able to come forward to achieve positive viability, having regard to:

- The viability of the Core Strategy, demonstrated by evidence to the satisfaction of the Examination Inspector;
- The demonstrated viability of the Council's Affordable Housing requirements;
- The viability of the Community Infrastructure Levy (CIL) Charging Schedule, which will be reviewed to reflect Green Belt sites following adoption of this DPD.

Nevertheless, the Core Strategy DPD provides scope for a case to be made if an applicant feels that the specific requirements for developing a particular site will make the development unviable. Very robust finance evidence will be required to justify any negotiation away from the requirements of the Core Strategy and the Site Allocations DPD.

There is also flexibility built into specific strategic policies of the Core Strategy, such as Policy CS12 Affordable Housing, where a genuine viability concern exists. .

The Council will expect development negotiations on specific sites to be supported by an open book financial appraisal process.

The CIL rate, a mandatory requirement, will not be set at the margins of viability. It will build in sufficient viability cushion to ensure positive viability.

APPENDICES

Appendix 1 - Evidence base

Strategic context:

- Core Strategy, Adopted Document
- Proposals Map (including the Inset Map)
- Local Development Scheme
- Statement of Community Involvement (SCI)
- Saved policies of the Woking Borough Local Plan

- Woking Local Plan (1999)
- National Planning Policy Framework (NPPF)

- National Planning Practice Guidance (NPPG)
- Core Strategy Examination Inspector's Report
- Community Infrastructure Levy (CIL) Examiner's Report

Woking's landscape and townscape:

- Character Study

Green Belt:

- Green Belt boundary review (GBBR)
- Green Belt boundary review non-technical summary
- Ministerial Statements Assessment Report

Homes:

- West Surrey Strategic Housing Market Assessment (SHMA)
- Housing Land Supply Position Statement Housing Land Supply Position Statement Annual

- Strategic Housing Land Availability Assessment (SHLAA)

Sustainable economic development:

- Employment Land Review - Employment Position Paper
- Employment Land Review – Market Appraisal
- Economic Strategy
- Town, District and Local Centres Study
- Surrey Hotel Futures Surrey Hotel Futures
- Employment Topic Paper

Biodiversity and nature conservation:

- Biodiversity and Planning In Surrey

- Strategic Access Management and Monitoring (SAMM) Tariff Guidance
- Thames Basin Heaths Special Protection Areas Avoidance Strategy 2010-2015
- Sites of Nature Conservation Importance (SNCI)

Open space, green infrastructure, sport and recreation:

- Green Infrastructure Strategy
- Greenspaces Development Plan
- Open Space, Sports and Recreation Facilities Audit
- Playing Pitch Strategy
- Public Art Strategy
- Play Strategy

Flooding and water management:

- Strategic Flood Risk Assessment

Transport and accessibility:

- Surrey Transport Assessment
- The Surrey Transport Plan (Local Transport Plan Third Edition) LTP3
- Congestion strategy
- Rail strategy
- Local Transport Strategy for Woking Borough
- Transport and Accessibility Topic Paper / Technical Paper
- Cumulative Assessment of Future Development Impacts on the Highway
- Strategic transport assessment - Cumulative Assessment of Future Development Impacts on the Highway
- Travel Smart
- Parking Standards SPG

Infrastructure delivery:

- Infrastructure Delivery Plan (IDP) (second draft)
- Community Infrastructure Levy (CIL) – Adopted Charging Schedule
- Community Infrastructure Levy (CIL) – Regulation 123 list
- Community Infrastructure Levy - Topic Paper on Infrastructure Funding Gap
- Surrey Infrastructure Capacity Study

Climate change:

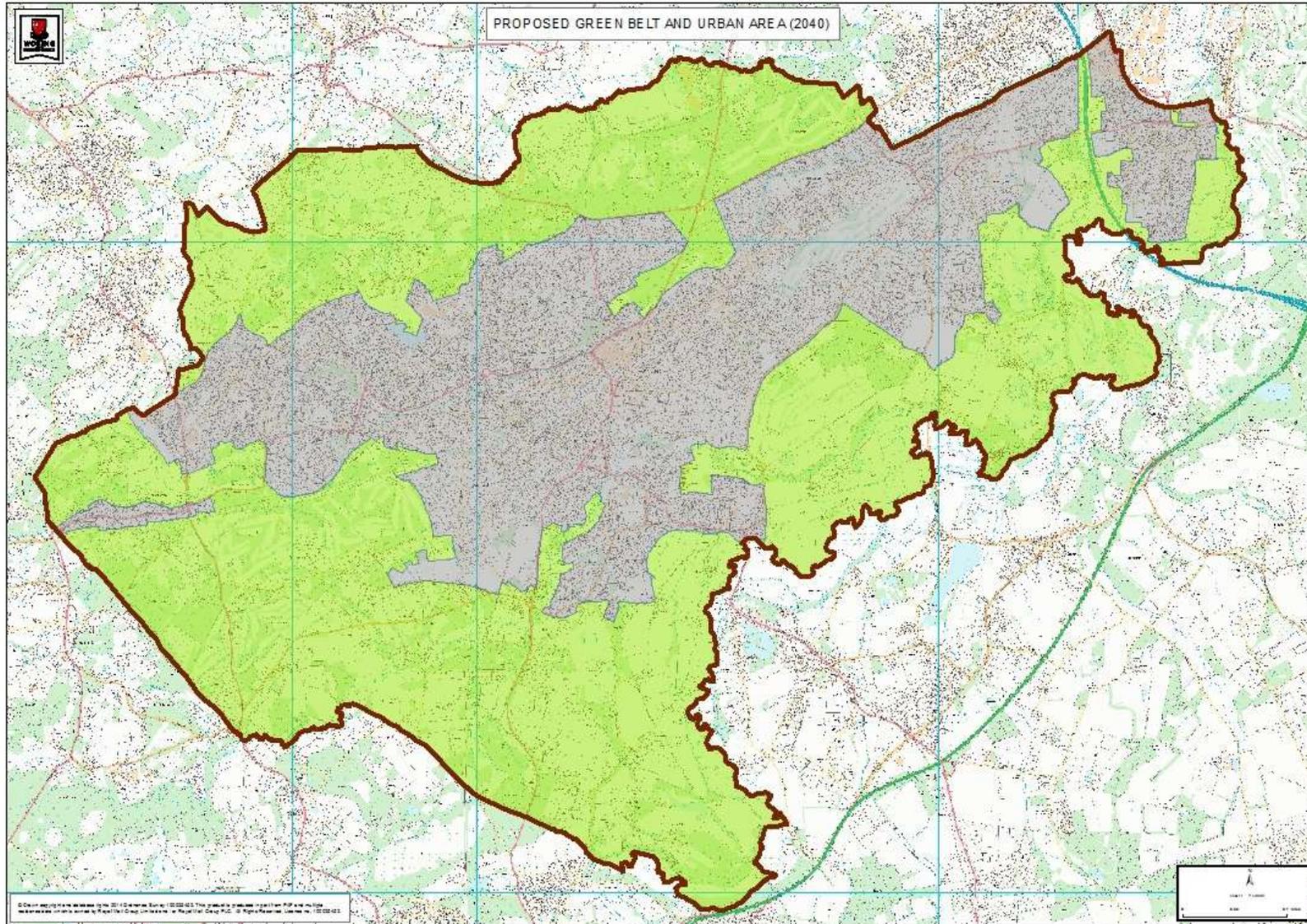
- Climate Change and Decentralised, Renewable and Low Carbon Evidence Base Climate Change Study
- Sustainable construction
- Renewable and low carbon energy generation
- Climate Change Strategy

- Climate Change supplementary planning document (SPD)
- Air Quality Management Area (AQMA) re. Knaphill
- Climate Change Study

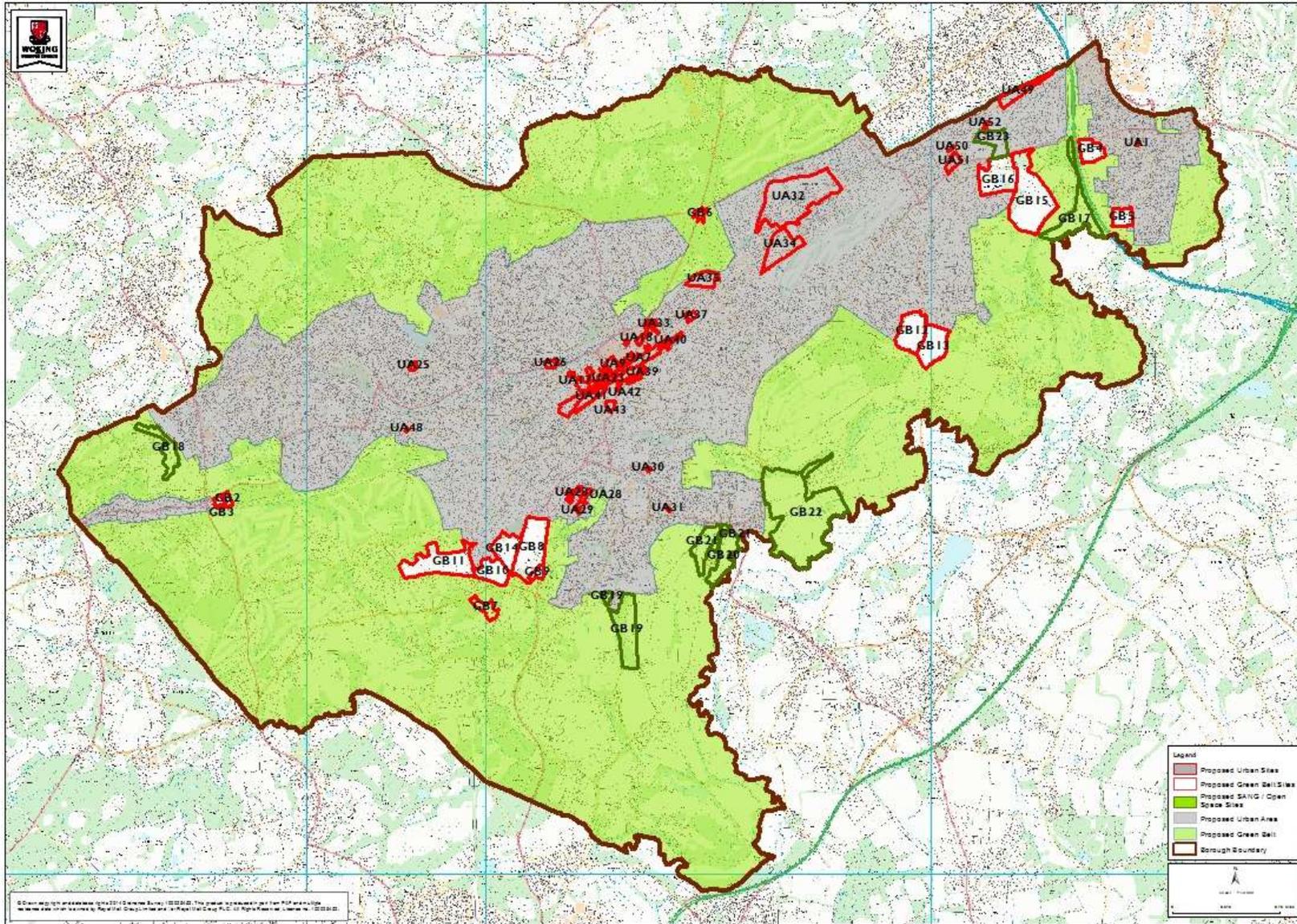
Social and community infrastructure:

- Social and Community Facilities Audit
- Social and Community Infrastructure Requirements Study Social and Community Infrastructure Requirements.

Appendix 2 – Map showing new defensible Green Belt boundary



Appendix 3 – Map showing location of Proposal Sites



Appendix 4 – Table 5: Anticipated capacity of sites

Site Allocation ref. (n/a shows alternative sites)	Site address and reference	Development uses appraised	Development yields appraised
Urban Area – preferred options, recommended for allocation			
UA1	SHLAABY046: Library, 71 High Road, Byfleet, KT14 7QN	Residential including Affordable Housing, replacement library, community use	12 dwellings, however the number of dwellings that can be accommodated on site is dependent on whether library is relocated elsewhere or replaced on site. Library /community floorspace reprovided.
UA2	SHLAAGE006: Trizancia House, Thomson House and 72 (Woodstead House), Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	50 dwellings (SHLAA, 2014) 4000 sq.m net office floorspace (5000 sq.m gross).
UA3	SHLAAGE076: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	14 dwellings (SHLAA, 2014) At least 1000 sq.m net additional office floorspace (3000 sq.m gross)
UA4	SHLAAGE028: King's Court, Church Street East, Woking, GU21 6HA	Residential including Affordable Housing, offices	14 dwellings (SHLAA, 2014) 3157 sq.m net additional office floorspace (4780 sq.m gross).
UA5	SHLAAGE026: The Cornerstone, The Broadway and Elizabeth House, Duke Street, GU21 5AS	Residential including Affordable Housing, offices	46 dwellings (SHLAA, 2014) 1000 additional sq.m office floorspace (6000 sq.m gross).

UA6	SHLAAGE011: Land at Albion House, High Street, Woking, GU21 6BD	Mixed use development to include approximately 100 dwellings including Affordable Housing, office and retail	100 dwellings (SHLAA, 2014) Office - existing floorspace should be re-provided Retail floorspace tbc
UA7	SHLAAGE031: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Residential including Affordable Housing, offices, retail	149 dwellings (SHLAA, 2014) 1600 sq.m office floorspace (2000 sq.m gross) Retail floorspace tbc
UA8	SHLAAGE029: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Residential including Affordable Housing, offices, retail	It is anticipated that the site would yield 200 dwellings (SHLAA, 2014). 400 sq.m office floorspace (2000 sq.m gross) Retail floorspace tbc
UA9	SHLAAGE030: Victoria Square Development, Church Street West, Woking, GU21 6HD	Retail, hotel, medical/offices, residential, infrastructure (new Energy Centre, highway improvements, public open space)	392 dwellings (SHLAA, 2014) Additional retail floorspace (11,000 sq.m gross) Medical/office floorspace 190 hotel bed spaces Open space tbc ha.
UA10	SHLAAGE062: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ	Residential including Affordable Housing, community uses	It is anticipated that the site would yield 78 net additional dwellings (85 gross) (SHLAA, 2014) 2,948 sq.m community building (D1)

UA11	SHLAAGE074: The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Residential including Affordable Housing	33 dwellings (SHLAA, 2014)
UA12	SHLAAGE018: 113-129 Goldsworth Road, Woking, GU21 6LR	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2014) Re-provision of existing office floorspace Retail floorspace tbc
UA13	SHLAA n/a: MVA and Select House, Victoria Way, Woking, GU21 6DD	Offices	At least 16,719 sq.m office floorspace (16,719 sq.m gross)
UA14	SHLAAGE068: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2014) 1200 sq.m office floorspace (3000 sq.m gross) Retail floorspace tbc
UA15	SHLAA n/a: Synergy House, 8 Church Street West, Woking, GU21 6DJ	Offices	900 sq.m office floorspace (1000 sq.m gross).
UA16	SHLAAGE066: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Residential, offices, retail	125 dwellings (SHLAA, 2014) 1500 sq.m additional office floorspace (10000 sq.m gross) Retail floorspace tbc
UA17	SHLAAGE010: Poole Road Industrial Estate, Woking, GU21 6EE	Offices, warehousing, new Energy Station	At least 49,000 sq.m (gross) office floorspace.
UA18	SHLAAGE070: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	Community, leisure, offices, residential including Affordable Housing	67 dwellings (SHLAA, 2014) Leisure / community floorspace tbc Re-provision of the existing office floorspace

UA19	SHLAA n/a: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Offices	740 sq.m additional office floorspace (1000 sq.m gross).
UA20	SHLAA n/a: Griffin House, West Street, Woking, GU21 6BS	Offices	1000 sq.m office floorspace (1700 sq.m gross).
UA21	SHLAA n/a: Concorde House, 165 Church Street East, Woking, GU21 6HJ	Offices	800 sq.m office floorspace (1800 sq.m gross).
UA22	SHLAAGE061: Spectrum House, 56 Goldsworth Road, Woking GU21 6LE	Offices, residential including Affordable Housing	12 dwellings (SHLAA, 2014) Re-provision of existing office floorspace (780 sq.m).
UA23	SHLAA n/a: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Site essential infrastructure – transport interchange hub to include plaza, bus interchange, railway flyover and taxi rank to south side of station, secure bike parking area within station facilities on south side and Brompton bike hire dock, improvements to bus interchange to north side of station, and improvements to Victoria Arch	Infrastructure
UA24	SHLAAGE052: Barratt House, Chertsey Road, Woking, GU21 5AB	Residential including Affordable Housing	11 dwellings (SHLAA, 2014)
UA25	SHLAAGW004: Goldsworth House, Denton Way, Woking, GU21 3LG	Specialist residential accommodation, community use	20 bedroom hospice (SHLAA, 2014) Community use tbc
UA26	SHLAAGE019a: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Residential including Affordable Housing	67 dwellings (SHLAA, 2014)
UA27	SHLAAGE019b: 73 Horsell Moor, Horsell, GU21 4NL	Residential including Affordable Housing	16 dwellings (SHLAA, 2014)

UA28	SHLAAKW009a and SHLAAKW009b: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way and Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Residential including Affordable Housing	55 dwellings (SHLAA, 2014)
UA29	SHLAAKW010: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, Woking, GU22 0BU	Residential including Affordable Housing	12 dwellings (SHLAA, 2014)
UA30	SHLAAKW022: Elmbridge House, Elmbridge Lane, Kingfield, Woking, GU22 9AW	Residential	10 dwellings (SHLAA, 2014)
UA31	SHLAAKW036: Sherpa House, Kingfield Road, Kingfield, Woking, GU22 9EH	Residential, retail	10 dwellings (SHLAA, 2014) Retail floorspace tbc
UA32	SHLAAMS092: land within Sheerwater Priority Place , Woking, GU21 5RE	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	250 dwellings (SHLAA, 2014) retail floorspace tbc community floorspace tbc open space and leisure uses tbc
UA33	SHLAAMS037: 101-121 Chertsey Road, Woking, GU21 5BG	Residential including Affordable Housing, offices	104 dwellings (SHLAA, 2014) Re-provision of the existing office floorspace.
UA34	SHLAA n/a: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Industrial, warehousing, offices	if all the existing office use on the estate were to change to alternative B2/B8, 12000 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.

UA35	SHLAA n/a: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5LY	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	At least 3600 sq.m net/gross industrial/warehousing floorspace together with new road infrastructure.
UA36	SHLAAMS041: 29-31 Walton Road, Woking, GU21 5BX	Residential	10 dwellings (14 gross) (SHLAA, 2014)
UA37	SHLAAMS007: 1 to 5 Elliot Court, North Road, to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	77 dwellings (SHLAA, 2014) Re-provision of existing office floorspace
UA38	SHLAAMS039: Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Residential including Affordable Housing, community facility (youth centre)	21 dwellings (SHLAA, 2014) Community facility – reprovision of existing floorspace
UA39	SHLAAMHE014: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Residential including Affordable Housing	88 dwellings (SHLAA, 2014)
UA40	SHLAAMHE011: Car park (east), Oriental Road, Woking, GU22 8BD	Residential including Affordable Housing, open space	250 dwellings (SHLAA, 2014)
UA41	SHLAAMHW014: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Residential including Affordable Housing	422 dwellings (SHLAA, 2014)
UA42	SHLAAMHW029: 11-15 Guildford Road, Southern House, Jubilee House, Lynton House, Station Approach, Woking, GU22 7PX	Residential including Affordable Housing, offices, retail	90 dwellings (SHLAA, 2014) Retail floorspace tbc 1000 sq.m net additional (4000 sq.m gross) office floorspace
UA43	SHLAA n/a: Quadrant Court, Guildford Road, Woking, GU22 7QQ	Offices	1000 sq.m net additional office floorspace
UA44	SHLAAMHW030: Former St Dunstons, White Rose Lane, Woking, GU22 7AG	Retail, residential including Affordable Housing	91 dwellings (SHLAA, 2014) 161 sq.m net additional retail floorspace

UA45	SHLAAMHW031: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Offices, residential including Affordable Housing	20 dwellings (SHLAA, 2014) Re-provision of the existing office floorspace
UA46	SHLAAMHW051: Somerset House, 1-18 Oriental Road, Heathside Crescent, Woking, GU22 7BAG	Offices, residential including Affordable Housing	10 net additional dwellings (based on 290 dph indicative density) Office floorspace tbc
UA47	SHLAAMHW043: Coroner's Court (former Woking Magistrates Court), Station Approach, Woking, GU22 7YL	Offices, residential including Affordable Housing	48 dwellings (SHLAA, 2014) 2000 sq.m net additional office floorspace Re-provision of the Court (unless a suitable alternative location is identified).
UA48	SHLAASJHH011: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	Residential including Affordable Housing	11 dwellings (SHLAA, 2014)
UA49	SHLAAWB003: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Industrial	10,000 sq.m net/gross industrial floorspace (B2)
UA50	SHLAAWB014: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6NW	Retail, residential including Affordable Housing	12 dwellings (SHLAA, 2014) 181 sq.m net additional/gross retail floorspace
UA51	SHLAAWB023: Land at Station Approach, West Byfleet, KT14 6NG	Retail, community (library), offices, retail (Waitrose), residential including Affordable Housing	It is anticipated that the site would yield 91 dwellings (SHLAA, 2014). Community floorspace tbc (including retained or replacement Library) Retail floorspace tbc Office floorspace tbc

UA52	SHLAAWB050: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Residential including Affordable Housing, community use	28 dwellings (SHLAA, 2014) Community floorspace tbc- reprovision of existing.
Urban Area – alternatives, not recommended for allocation			
n/a	SHLAAMS070 Former Woking Liberal Club, Walton Road, Woking, GU21 5DL	Residential including Affordable Housing	11 dwellings (SHLAA, 2014)
n/a	SHLAAMS011: Former Gas Works, Boundary Road, Woking, GU21 5BX	Industrial use	3,604 sq.m warehouse (Employment Topic Paper)
n/a	SHLAABR019: BT Telephone Exchange, Bagshot Road, Brookwood, GU21 2RP	Residential development including Affordable Housing	12 dwellings (SHLAA 2014)
n/a	SHLAABY016: 94-100 Royston Road, Byfleet, KT14 7QE	Residential development including Affordable Housing	87 dwellings (SHLAA, 2014)
n/a	SHLAABY017: Works at 11 Royston Road, Byfleet, KT14 7NX	Residential including Affordable Housing	46 dwellings (SHLAA, 2014)
n/a	SHLAABY018: Wey Retail Park, Royston Road, Byfleet, KT14 7NY	Residential including Affordable Housing	65 dwellings (SHLAA, 2014)
n/a	SHLAABY038: Land to rear of Byfleet Village Hall, High Road, Byfleet, KT14 7QL	Residential including Affordable Housing	Yield in dwellings is tbc (SHLAA, 2014) however based on a density multiplier of 60 dph the site could accommodate 17 residential units.
n/a	SHLAABY064: The Manor School, Magdalen Crescent, Byfleet, KT14 7SR	Residential including Affordable Housing	19 dwellings (SHLAA, 2014), based on a density multiplier of 35 dph.
n/a	SHLAABY065: 96-120 Church Road, Byfleet, KT14 7NF	Residential	10 dwellings (SHLAA, 2014)
n/a	SHLAABY031b: Churchill House and Beaver House, York Close, Byfleet, KT14 7HN	Residential including Affordable Housing	14 dwellings (SHLAA, 2014)
n/a	SHLAAGE023: Part of car park at Goldsworth Park Centre, Denton Way, Woking, GU21 3LG	Residential	10 dwellings (SHLAA, 2014)

n/a	SHLAAKN026: Car park opposite The Vyne, Reading Way, Knaphill, GU21 2DU	Residential including Affordable Housing	18 dwellings (SHLAA, 2014)
n/a	SHLAAMHE013: Car park (west) and signalling station, Oriental Road, Woking, GU22 7AE	residential including Affordable Housing and open space	At least 170 dwellings (calculated at 200 dph)
n/a	SHLAAMHE016: Lion House and car park, Oriental Road, Woking, GU22 7BA	mixed-use development to comprise residential including Affordable Housing and offices	Yield in dwellings is tbc (SHLAA, 2014) however using 35 dph as the mid point of Policy CS10 indicative density range of 30-40 dph) gives an indicative yield of 19 dwellings. Office - reprovion of existing
n/a	SHLAAWB071: 1, 3, 5, 7, 9, 11, 13 and 15 Old Woking Road, West Byfleet, KT14 6LW	Mixed use development to comprise retail and residential including Affordable Housing	14 dwellings (SHLAA, 2014) Retail – reprovion of existing
n/a	SHLAAGE072: Land over Woking Railway Station, Station Approach. Woking, GU22 7AE	Mixed use development to comprise of residential including Affordable Housing, offices and retail	Yield in dwellings is tbc (SHLAA, 2014) however anticipate this would be less than 292 dwellings. Office floorspace tbc Retail floorspace tbc
n/a	SHLAAMS035: Monument Hill Playing Fields, Alpha Road, Woking, GU22 8HF	Residential including Affordable Housing	30 dwellings (SHLAA, 2014)
n/a	SHLAAWB008: Phoenix House, Pyrford Road, West Byfleet, KT14 6RA	Residential including Affordable Housing	Yield tbc (SHLAA, 2014) but anticipate approximately 14 dwellings.
n/a	SHLAAWB025: Electricity Sub Station, Birch Walk, West Byfleet, KT14 6EJ	Residential including Affordable Housing	36 dwellings (SHLAA, 2014)
n/a	SHLAAMS021: Electricity Sub Station, North Road, Woking, GU21 5HS	residential including Affordable Housing	Yield is tbc (SHLAA, 2014) but anticipate approximately 12 dwellings.
n/a	SHLAAWB017: Camphill Industrial Estate and Apex Court, Camphill Road, West Byfleet, KT14 6EB	Residential including Affordable Housing	166 dwellings (SHLAA, 2014)
n/a	SHLAAGE073: 79-87 Goldsworth Road, Woking GU21 6LJ	Mixed-use development to comprise retail and residential including Affordable Housing	18 dwellings (SHLAA, 2014) Retail floorspace tbc

Green Belt – preferred options, recommended for allocation			
GB1	SHLAABR014a: Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ	Residential including Affordable Housing	37 dwellings (SHLAA, 2014)
GB2	SHLAABR024: Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD	Traveller pitches and Traveller transit site	6 pitches (including 2 existing made permanent) transit site
GB3	SHLAABR024: Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD	Traveller pitches	4 pitches
GB4	SHLAABY043: Land south of High Road, Byfleet, KT14 7QL	To meet long term development needs	85 dwellings (SHLAA, 2014) Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
GB5	SHLAABY044: Land to the south of Murray's Lane, Byfleet KT14 7NE	Residential including Affordable Housing, public open space, landscaping and recreation areas	135 dwellings on net developable area of 3 ha. (SHLAA, 2014) The Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
GB6	SHLAA n/a: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Essential infrastructure; (junction upgrade and improvements)	Essential infrastructure
GB7	SHLAAMSG025: Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP	Traveller pitches	Up to 12 additional permanent pitches (in additional to the existing 3 pitches)

GB8	SHLAAMSG009: Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Residential including Affordable Housing, recreational/open space and education	188 dwellings (SHLAA, 2014) Education – secondary school, up to 8 form entry Recreational/open space , including athletic track facility
GB9	SHLAAMSG030: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	residential including Affordable Housing, retail and community use	50 dwellings (SHLAA, 2014) Retail/community facilities – floorspace tbc
GB10	SHLAAMSG016: Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	residential including Affordable Housing and open space	171 dwellings (SHLAA, 2014) 1.86 ha open space.
GB11	SHLAAMSG017: Land to the north west of Saunders Lane, Mayford, GU22 0NN	residential including Affordable Housing and open space	210 dwellings (SHLAA, 2014) 3.2 ha open space
GB12	SHLAAPY004: Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ	Residential including Affordable Housing and open space	223 (SHLAA, 2014) 4 ha. open space.
GB13	SHLAAPY005: Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8QZ	Residential including Affordable Housing and open space	200 dwellings (SHLAA, 2014) 7.9 ha. open space
GB14	SHLAASJHH035: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	Green infrastructure/open space	Green infrastructure/open space
GB15	SHLAAWB019b: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Residential including Affordable Housing, open space and landscaping	592 dwellings (SHLAA, 2014) Tbc ha. open space

GB16	SHLAAWB004: Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	Residential yield is tbc (SHLAA, 2014) Offices and research – employment development comprising around 16,722 sq.m offices). Potential to reuse existing floorspace and deliver remaining extant permitted floorspace, no additional capacity assumed beyond this by Employment Topic Paper)
GB17	SHLAA n/a: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Suitable Accessible Natural Greenspace (SANG)	1.5 hectare SANG
GB18	SHLAA n/a: Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR	Suitable Accessible Natural Greenspace (SANG)	8.06 hectare SANG
GB19	SHLAA n/a: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	Suitable Accessible Natural Greenspace (SANG)	17.4 hectare SANG
GB20	SHLAA n/a: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.9 hectare SANG
GB21	SHLAA n/a: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.52 hectare SANG
GB22	SHLAA n/a: Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Heritage Parkland/Country Park	65.7 ha. open space / country park
GB23	SHLAA n/a West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Open space	6.42 ha. open space
Green Belt – alternatives, not recommended for allocation			
n/a	SHLAABR021: The Meadows, Bagshot Road, Brookwood, GU21 2RP	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however around 15 residential dwellings are calculated at an indicative density of 30dph.
n/a	SHLAABR0030: Blackhorse Road and Heath House Road, Brookwood, GU22 0QT	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014) however around 12 residential dwellings are calculated at an indicative density of 30dph, based on the total site area.

n/a	SHLAABR0036: Land at the corner of Heath House Road and Rough Road, Woking, GU22 0RB	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 24 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAASJHH044: Land to the rear of Hook Heath Road, Hook Heath, Woking GU22 0LF	Residential including Affordable Housing and open space	Anticipated capacity is less than 10 dwellings (below site allocation threshold). The site is recommended for removal from the Green Belt. Any development proposals will be determined on their own merits. Tbc ha. open space
n/a	SHLAABY078: Land east of Byfleet, adjacent Summer Close, Byfleet, KT14 7RY	Residential including Affordable Housing, open space and landscaping	Up to 130 dwellings (SHLAA, 2014) based on net developable area of up to 3.7 ha. Tbc ha. open space
n/a	SHLAAKN029: Land at Lynbrook, Chobham Road, Knaphill, GU21 2QF	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2014), however 441 residential dwellings are calculated at an indicative density of 30dph based on the site area. Tbc ha. open space
n/a	SHLAAKN030: Land adjacent to 1-6 Littlewick Cottages, Littlewick Common, Knaphill, GU21 2EX	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 65 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKN036: Land at The Mount, Chobham Road, Knaphill, GU21 2TX	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 120 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKN064: Stanley Farm, Corner of Limecroft Road and Chobham Road, Knaphill, GU21 2QF	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 38 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKN052: Land off Carthouse Lane, Knaphill, GU21 4XS	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 250 residential dwellings are calculated at an indicative density of 30dph based on the site area.

n/a	SHLAABY069: Byfleet Mill, Mill Lane, Byfleet, KT14 7RR	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 111 residential dwellings are calculated at an indicative density of 30dph based on the net site area of 3.7 ha.
n/a	SHLAABY073: Land to the south of Murrays Lane, Byfleet, KT14 7NE	Residential accommodation for the Traveller community	4 pitches
n/a	SITE/0090/BYFL, , Byfleet, KT14 7NE	Community facility (scout hut), open space and agricultural/grazing	4.2 ha open space or grazing / agricultural Scout hut – as permitted
n/a	SHLAAHEW006: Woodham Court, Martyrs Lane, Woking, GU21 5NJ	Mixed-use development to comprise of residential including Affordable Housing and research and development (materials and science related)	Yield is tbc (SHLAA, 2014), however 105 residential dwellings are calculated at an indicative density of 30dph based on the total site area. Specialised light industrial units – floorspace tbc
n/a	SHLAAHEW016: Land adjacent to 462 Woodham Lane, Woking, KT15 3QA	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 59 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEW027: Land to the east of Martyrs Lane, Woking, GU21 5NJ	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however up to 270 residential dwellings are calculated at an indicative density of 30dph based on total site area (although developable area could be less).
n/a	SHLAA n/a: Hoe Valley SANG, Westfield Avenue, Woking, GU22 9PG	Suitable Accessible Natural Greenspace (SANG)	Tbc hectare SANG
n/a	SHLAAMSG010: Compound, New Lane, Sutton Green, GU4 7QF	Residential accommodation for the Traveller community	Estimate 3 pitches

n/a	SHLAAMSG011: Land adjacent to Maybourne Rise, Mayford, Woking, GU22 0SH	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 73 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG013: Silverly, Pyle Hill, Woking, GU22 0SR	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 14 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG014: Sunhill House, Hook Hill Lane, Woking, GU22 0PS	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 22 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG018: Land between Homespun and Little Yarrows, Guildford Road, Woking, GU22 0SD	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 128 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG012: Land to the south of Mayford Grange, Westfield Road, Woking, GU22 9QR	Residential including Affordable Housing and potentially specialist accommodation	Yield is tbc (SHLAA, 2014), however 51 residential dwellings are calculated at an indicative density of 30dph based on the site area. This particular site could support the delivery of extra care accommodation as an extension of the existing Mayford Grange site.
n/a	SHLAAMSG027: Havering Farm, Guildford Road, Mayford, Woking, GU4 7QA	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 58 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG037: Runtley Wood Farm, off New Lane, Sutton Green, Woking, GU4 7QQ	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2014), however 554 residential dwellings are calculated at an indicative density of 30dph based on the total site area (excluding open space).
n/a	SHLAAMSG038: Land to the south of Smart's Heath Road, Woking, GU22 0NP	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 126 residential dwellings are calculated at an indicative density of 30dph based on the site area excluding open space.

n/a	SHLAAMSG040: Land to the north east of Hedge Cottage, Saunders Lane, Mayford, Woking, GU22 0NT	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 79 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG041: Land to the south of Moor Lane, Woking, GU22 9RB	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2014), however 1200 residential dwellings are calculated at an indicative density of 30dph based on the site area excluding open space and other supporting facilities. Tbc ha. open space
n/a	SHLAA n/a: Mayford Village SANG, land to the south of Mayford Village, Egley Road, Woking, GU22 0SD	Suitable Accessible Natural Greenspace (SANG)	Tbc hectare SANG
n/a	SHLAAMHE012: Land to the south of Old Woking Road (Shey Copse), GU22 8HR	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 57 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAOW021: Land to the south of Carters Lane, Old Woking, GU22 8JQ	Open space, leisure and recreational use	Tbc ha. open space, leisure and recreational use
n/a	SHLAAPY006: Warren Farm Mobile Home Park, Warren Lane, Pyrford, GU22 8XF	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 102 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAPY020: Cranfield Cottage Paddock, Pyrford Road, Pyrford, GU22 8UT	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 32 residential dwellings are calculated at an indicative density of 30dph based on the site area.

Appendix 5 – Table 6: Site Allocations DPD delivery of the Core Strategy

Table 6 below identifies the principal Core Strategy policies and strategic objectives that each site allocation will assist in delivering:

Core Strategy policies

- CS1 A spatial strategy for Woking Borough
- CS2 Woking Town Centre
- CS3 West Byfleet District Centre
- CS4 Local Neighbourhood Centres Shopping Parades
- CS5 Priority Places
- CS6 Green Belt
- CS7 Biodiversity and nature conservation
- CS8 Thames Basin Heaths Special Protection Areas
- CS9 Flooding and water management
- CS10 Housing provision and distribution
- CS11 Housing mix
- CS12 Affordable housing
- CS13 Older people and vulnerable groups
- CS14 Gypsies Travellers and Travelling Showpeople
- CS15 Sustainable economic development
- CS16 Infrastructure delivery
- CS17 Open space green infrastructure sport recreation
- CS18 Transport and accessibility
- CS19 Social and community infrastructure
- CS20 Heritage and conservation
- CS21 Design
- CS22 Sustainable construction
- CS23 Renewable and low carbon energy generation
- CS24 Woking's landscape and townscape

Core Strategy objectives

- Objective 1 Diverse range of development in Woking Town Centre
- Objective 2 Enable attractive and sustainable development of district and local centres
- Objective 3 Enable provision of well designed homes
- Objective 4 Protect integrity of the Green Belt
- Objective 5 Enable a buoyant local economy
- Objective 6 Lead the way in high quality sustainable development
- Objective 7 Maintain and improve air and water quality
- Objective 8 Encourage high quality design buildings neighbourhoods
- Objective 9 Ensure provision of community infrastructure
- Objective 10 Work in partnership with Surrey County Council other stakeholders
- Objective 11 Provide integrated effective transport interchange
- Objective 12 Preserve enhance cultural historic biodiversity geodiversity
- Objective 13 Significantly reduce absolute and relative deprivation

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA1	Library, 71 High Road, Byfleet, KT14 7QN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA2	Trizancia House, Thomsen House & Woodstead House 72, Chertsey Road	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA4	Kings Court, Church Street East, Woking, GU21 6HA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA6	Land at Albion House, High Street, Woking, GU21 6BD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA7	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA8	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA9	Victoria Square Development, Church Street West, Woking, GU21 6HD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS17 Open space green infrastructure sport recreation, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA10	The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA11	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA12	113-129 Goldsworth Road, Woking, GU21 6LR	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA13	MVA and Select House, Victoria Way, Woking, GU21 6DD	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA14	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA15	Synergy House, 8 Church Street West, Woking, GU21 6DJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA16	30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA17	Poole Road Industrial Estate, Woking, GU21 6EE	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy,

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA18	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure	Objective 5 Enable a buoyant local economy, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA19	Chertsey House, 61 Chertsey road, Woking, GU21 5BN	CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy
UA20	Griffin House, West Street, Woking, GU21 6BS	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA21	Concorde House, 165 Church Street East, Woking, GU21 6HJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA22	Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA23	Woking Railway Station, car park and bus/rail interchange, High Street, Broadway and Station Approach, Woking, GU22 7AE	CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 11 Provide integrated effective transport interchange
UA24	Barratt House, Barratt House, 7 - 9 Chertsey Road, Woking, GU21 5AB	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA25	Goldsworth House, Denton Way, Woking, GU21 3LG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA26	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA27	73 Horsell Moor, Horsell, GU21 4NL	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA28	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA29	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA30	Elmbridge House, Elmbridge Lane, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA31	Sherpa House, Kingfield Road, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres,

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA32	Sheerwater Regeneration Scheme, Albert Drive, Woking, GU21 5RE	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA33	101-121 Chertsey Road, Woking, GU21 5BW	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA34	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	CS5 Priority Places, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation
UA35	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	CS5 Priority Places, CS15 Sustainable economic development	Objective 13 Significantly reduce absolute and relative deprivation
UA36	29-31 Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA37	1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road and 95-105 Maybury Road, Woking, GU21 5JL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA38	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA39	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA40	Car Park (east), Oriental Road, Woking, GU22 8BD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA41	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Woking, GU22 7QE	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA42	11-15 Guildford Road /Southern House/Jubilee House/ Lynton House, Station Approach, Woking, GU22 7PX	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development,CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA43	Quadrant Court, Guildford Road, Woking, GU22 7QQ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA44	Former St Dunstons, White Rose Lane, Woking, GU22 7AG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA45	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA46	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA47	Coroner's Court (former Woking Magistrates Court), Station Approach, Woking, GU22 7YL	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA48	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA49	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA50	Car Park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA51	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA52	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB1	Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB2	Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD	CS6 Green Belt, CS10 Housing provision and distribution, CS14 Gypsies Travellers and Travelling Showpeople	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB3	Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD	CS6 Green Belt, CS10 Housing provision and distribution, CS14 Gypsies Travellers and Travelling Showpeople	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB4	Land south of High Road, Byfleet, KT14 7QL	CS1 A spatial strategy for Woking Borough, CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB5	Land to the south of Murray's Lane, Byfleet, KT14 7NE	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	CS6 Green Belt, CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 4 Protect integrity of the Green Belt
GB7	Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP	CS6 Green Belt, CS10 Housing provision and distribution, CS14 Gypsies Travellers and Travelling Showpeople	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB8	Nursery Land adjacent to Egley Road, Mayford, GU22 0PL	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure Delivery	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB9	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB10	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB11	Land to the north west of Saunders Lane, Mayford, GU22 0NN	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB12	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB13	Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB14	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB15	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB16	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS20 Heritage and conservation;	Objective 4 Protect integrity of the Green Belt, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
GB17	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB18	Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB19	Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB20	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB21	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB22	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB23	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	CS6 Green Belt, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Appendix 6 - Glossary of terms and abbreviations

Affordable Housing – homes with an element of public subsidy provided by either the private or public sector to make costs affordable for households on a low or moderate income. Includes social rented, intermediate, and affordable rent housing. A fuller definition is provided in the Core Strategy.

Annual Monitoring Report (AMR) – the Council produces an AMR each year to assess the performance and effects of the Local Development Documents.

Brownfield land – see Previously Developed Land.

Communities and Local Government (CLG) – the Government department preparing national planning policy and guidance.

Core Strategy – sets out the long-term vision for the Borough. The Core Strategy for Woking Borough was adopted in October 2012. It provides the main strategic policies and proposals to deliver that vision.

Development Management Policies – a Development Plan Document (DPD) that provides detailed local planning policies to support delivery of the Core Strategy.

Development Plan Document (DPD) – Local Development Documents (LDD) documents containing the core planning policies and proposals. These are subject to independent examination. Woking Borough Council is intending to prepare the following DPDs: Core Strategy, Development Management DPD, Site Allocations DPD and Proposals Map.

Development proposals – development schemes in preparation, the subject of a planning application or planning decision.

Dwellings per hectare (dph) – measure of residential development density. Core Strategy Policy CS10 – *Housing provision and distribution* sets out indicative density ranges for different parts of the Borough.

Greenfield land – land or a defined site (usually garden land or farmland), that has not previously been developed. The full definition used by the Council is provided in the [National Planning Policy Framework](#). Additional guidance on local interpretation is provided in the [Affordable Housing Delivery SPD](#).

Habitat Regulations Assessment (HRA) – also known as Appropriate Assessment. HRAs are used to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, or Natura 2000 sites. The need for HRA is set out within the EC Habitats Directive 92/43/EEC and transposed into British Law by Regulation 102 of the Conservation of Habitats and Species Regulations 2010.

Local Development Document (LDD) – documents providing the framework for planning in the Borough and guiding planning decisions. Comprises development plan documents, supplementary planning documents and Statement of Community Involvement i.e. both statutory and non-statutory documents.

Local Planning Authority – a council's planning service. For this area the Local Planning Authorities for most types of development is Woking Borough Council. Surrey County Councils is responsible for planning matters such as waste and minerals planning.

Local Transport Plan (LTP) – transport plan prepared by the Local Highway Authority, for this area this is Surrey County Council.

National Planning Policy Framework (NPPF) – sets out the Government’s vision for sustainable development through a set of economic, environmental and social planning policies.

National Planning Practice Guidance (NPPG) – sets out the Government’s advice on economic, environmental and social planning matters.

Previously Developed Land – land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. The full definitions used by the Council are provided in the [National Planning Policy Framework](#) and in the [Core Strategy](#). Additional local guidance on interpretation is provided in the [Affordable Housing Delivery SPD](#).

Site allocation – identification of a site for future development, for a specified use or mix of uses, through a Development Plan Document.

Site Allocations DPD – the document through which site allocations are made.

Special Protection Area (SPA) – Areas which support significant numbers of ground nesting birds and their habitats. SPAs are classified under the Birds Directive.

Specialist accommodation - dwellings for people with special needs, including elderly persons, persons with mental or physical needs or temporary accommodation. There are certain types of residential accommodation, which cater for sectors of the community with specific needs. These are often related to the more vulnerable members of society, or those who would benefit from a higher level of on-site support. This need can be divided into two broad groupings – the growing elderly population, and those who may need specialist social support.

Strategic Environment Assessment (SEA) - an environmental assessment of plans and programmes, including Development Plan Documents. A system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred to as Strategic Environmental Impact Assessment. The specific term Strategic Environmental Assessment relates to European Union policy.

Strategic Housing Land Availability Assessment (SHLAA) - research that identifies specific deliverable and developable sites, to demonstrate how the level of housing supply set out in the adopted Core Strategy is to be achieved.

Strategic Housing Market Assessment (SHMA) - an assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographics.

Suitable Alternative Natural Greenspace (SANG) - informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

Supplementary Planning Document (SPD) – non-statutory documents that expand upon policies and proposals in development plan documents (DPDs), guiding the delivery of

development and the principles set out in the Core Strategy. Unlike Development Plan Documents, SPDs do not form part of the statutory development plan.

Sustainability Appraisal - a social, economic and environmental assessment primarily used for DPDs, incorporating the requirements of the Strategic Environmental Assessment (SEA) Directive. Sustainability appraisal assesses the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable development - the core principle underpinning the planning system, as set out in the National Planning Policy Framework (NPPF). This means meeting the needs of the present without compromising the ability of future generations to meet theirs.

Transit site – a temporary stopping place for Travellers.

Traveller - the term 'traveller' is used to refer to Gypsies, Travellers, and Travelling Showpeople

Viability - the economic viability of a scheme, assessed through a financial appraisal process of costs and values.