



# Woking Borough Council

## Woking Site Allocations Development Plan Document (DPD)

### Schedule of Proposed Main Modifications to the Regulation 19 consultation document

September 2020



Produced by the Planning Policy Team

For further information please contact:

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## Schedule of Proposed Main Modifications to the Regulation 19 Consultation Site Allocations DPD

(All page, policy, section and paragraph references refer to the Woking Borough Council Site Allocations Development Plan Document, Regulation 19 Consultation version, published for consultation on 5<sup>th</sup> November 2018. The examination reference for this document is WBC/SA/001).

The schedule below includes a series of Main Modifications to the Woking Site Allocations DPD. Text added is shown as underlined and deleted text is shown as ~~strikethrough~~.

The schedule below includes a series of Main Modifications to the Woking Site Allocations DPD. These modifications are recommended by the Inspector appointed by the Secretary of State to examine the plan, and address matters raised in response to the publication of the DPD under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the written matters issues and questions raised by the Inspector, matters which were discussed during the course of the hearings, and aspects of soundness raised by the Inspector in post-hearings correspondence.

The Proposals Map is not defined in legislation as a development plan document, and the Inspector therefore has no powers to recommend main modifications directly to it. However, a series of modifications are proposed to the map in order for the geographic extent of policies contained in the Site Allocations DPD to be accurately illustrated. These modifications are listed in a separate schedule for clarity and, to ensure fairness, are also subject to consultation alongside the Main Modifications to the DPD.

Further additional (minor) modifications to the DPD are in a separate document. These are not subject to formal consultation and are provided for further clarity only.

Consultation on the Main Modifications, proposed changes to the policies map, related sustainability appraisal and habitats regulation assessment will take place for a period of eight weeks and duly made representations on these matters will be considered by the examining Inspector.

Mod no.	Page number/ Paragraph/ Section/ Policy	Proposed Modification	Reason for Modification
MM1	Whole document	[Reformat key requirements into numbered form rather than bullet form; reformat paragraphs to include paragraph numbers; reformat the DPD to rationalise and simplify key requirements, reasoned justification and supporting text as illustrated in the following main modifications]	To ensure that policies are clearly written and unambiguous and to that unnecessary duplication is avoided; and in the interests of effectiveness.
MM2	'How sites will bring forward the development planned by the Core Strategy' p18	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. <u>The provision of affordable housing should take into account the definition of affordable housing set out in Annex 2 – Glossary, of the National Planning Policy Framework; as well as the Council's Affordable Housing supplementary planning guidance.</u>	To ensure consistency with national policy
MM3	'How sites will bring forward the development planned by the Core Strategy' p19	<ul style="list-style-type: none"> <li>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 <del>will</del> <u>could</u> therefore contribute to this pool of housing development land. The Council has published a Self Build and Custom Housebuilding Guidance Note to provide advice to individuals and organisations who wish to self build.</li> </ul>	To ensure that the SADPD is justified and effective in this regard.
MM4	'How sites will bring forward the development planned by the Core Strategy' p24	<p>...in line with the borough's Natural Woking biodiversity and green infrastructure study.</p> <p><u>Should monitoring indicate that additional land is required for SANG provision within the plan period, the Council will acquire the necessary land, which will be reflected in the SANG table<sup>x</sup>.</u></p> <p>[Insert footnote x: <u>The SANG table can be accessed at: <a href="http://www.woking2027.info/supplementary/tbhspaspd">www.woking2027.info/supplementary/tbhspaspd</a></u>]</p>	To ensure that policies are clearly written in and unambiguous and in the interests of effectiveness.
MM5	'Developing in accordance with the Site Allocations' p25	<p>...to identify any site specific mitigation measures that might be necessary to make development acceptable.</p> <p><u>Applicants proposing tall buildings as defined in Policy CS1 of the Core Strategy on any of the allocated sites will be advised to engage in the Design Review Panel process to ensure that the proposed</u></p>	To accord with national policy, in particular paragraphs 128 to 129 of the National

		<u>development is of the highest quality. Applicants are encouraged to contact Design South East (or any future arrangement) at an early stage of the development management process.</u>	Planning Policy Framework (the Framework).	
<b>Policy UA1: Library, 71 High Road, Byfleet KT14 7QN</b>				
MM6	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		<b>Anticipated timescale</b> <u>2025-2026</u>
		<b>Residential</b>	<b>Community Use</b>	
		<u>12</u>	<u>Library</u>	
MM7	Amended policy (whole policy)	<p>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.</p> <p><u>To achieve this, the development must address the following key requirements:</u> <u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 50% to be provided on site;</del></li> <li>iii. <del>Any proposal will be required to include-Include</del> a replacement community facility (library) <u>and ensure that some form of library service is retained during the redevelopment of the site;</u> <del>Retain some form of the existing library service during redevelopment. Where feasible this could either be on site or off site within the local area;</del> <del>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;</del></li> <li>iv. <u>Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;</u></li> </ul>	To ensure consistency with national policy (in particular paragraph 73 of the Framework)	
			To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness	

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|  |  | <p>v. <del>Be of a scale and density that maximise the use of the site whilst reflecting the grain of the surroundings, and be sympathetic to the prevailing local character;</del></p> <p>vi. <del>Provide a ground floor that directly addresses the street and a design that takes the opportunities offered by its prominent corner position to establish a strong sense of place and to create an attractive, welcoming and distinctive street scene;</del></p> <p>iv-vii. <del>A-Be supported by a Transport Statement will be required to assess the likely transport impacts of the development and to inform appropriate mitigation;</del></p> <p>v-viii. <del>Include Appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the in accordance with the adopted car and cycle guidance of the SPD; but that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></p> <p>vi-ix. <del>An-Provide effective access arrangements to ensure highway safety that are safe and suitable for all users;</del></p> <p><del>Serviceing areas including parking should be accommodated within the site;</del></p> <p><del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></p> <p>vii-x. <del>IncludeThe storage of waste and recyclable materials should be incorporated into the design of the building within the site to minimise street clutter;</del></p> <p><del>Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></p> <p>viii-xi. <del>The-Provide a Flood Risk Assessment (in accordance with Policy CS9: <i>Flooding and water management</i> of the Core Strategy) due to the site's location is within Flood Zones 1 and 2, and a high risk groundwater vulnerability zone. The site also contains a principle aquifer. A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy. Assessments should take into account the most up to date climate change projections;</del></p> <p>ix-xii. <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of Sustainable Drainage Systems (SuDS) and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk. SuDS should be incorporated in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking</del></p> |  |
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		<p><u>into account the Council's guidance supporting the provision of a Surface Water Drainage Statement</u>;</p> <p><del>x.xiii. Development to meet Incorporate</del> relevant sustainable construction requirements at the time of planning application <del>for the development of the site</del>, including the achievement of BREEAM 'very good' standards for any non-residential buildings <u>over of 1,000 sqm or more, in accordance with Policy CS22: Sustainable construction of the Core Strategy and taking into account the Climate Change SPD</u>;</p> <p><del>xi.xiv. 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</del><u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments</u>;</p> <p><del>xii.xv. The development should r</del>etain any trees of <u>demonstrable amenity value</u> and <u>provide appropriate landscaping-should be provided, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure</u>;</p> <p><del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure</del>;</p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM8	Reasoned justification (paras 1-5)	<p><b>Reasoned <u>j</u>ustification <u>and</u> Supporting Text:</b></p> <ol style="list-style-type: none"> <li><u>1.</u> This site is within <u>the</u> Byfleet Local Centre, with local services such as schools, shops and community facilities close by.</li> <li><u>2.</u> Redevelopment of the site would have a regenerative effect and provide improvements to the street scene. It could provide enhanced community facilities with the replacement library on the lower floors.</li> <li><u>3.</u> It is anticipated that the site will yield at least 12 dwellings.</li> <li><u>4.</u> <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></li> <li><u>5.</u> <u>Redevelopment of the site would be liable to pay the relevant Community Infrastructure Levy. In addition, where justified, site specific measures may need to be subject to planning obligations. In addition to the key requirements set out above, Any redevelopment of the site should</u></li> </ol>	To ensure the effectiveness of the policy.

		<del>also would have to meet all other relevant requirements of the Development Plan for the area and site specific requirements that might have to be secured under Section 106 Agreement, unless material considerations incide otherwise.</del>					
MM9	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS4: Local and neighbourhood centres and shopping parades; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery (completions)</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>UA1: Library, 71 High Road, Byfleet KT14 7QN</b>	Through development management process and working in partnership with developers and land owners	12 net additional dwellings, a replacement library and community uses by end of 2025/26	Net additional dwellings completed  Net additional affordable dwellings completed  Size and type of new dwellings completed by location  Area of floorspace for community use		2025/26
		<b>Potential action depending on monitoring outcomes may include:</b> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					
<b>Policy UA2: Trizancia House and Woodstead House, Chertsey Road, Woking GU21 5BJ</b>							
MM10	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		<b>Anticipated timescale</b>		To ensure consistency with national policy (in particular paragraph 73 of the Framework)	
		<b>Residential</b> 50	<b>Office</b> 4,000 SqM net (5,000 SqM gross)	2022-2024			
MM11	Amended policy (whole policy)	This 0.15 ha site is allocated for mixed use development <del>to comprise of residential including Affordable Housing and offices.</del> composed of office space and residential use including affordable housing.				To ensure that the policy is clearly written and	

		<p><del>To achieve this, the development must address the following key requirements:</del>  <u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 50% to be provided on site;</del></li> <li>iii. <del>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account Redevelopment of the site to consider</del> the immediate context, including <del>adjacent proposed</del> allocated site UA3 and the Kings Court redevelopment;</li> <li>iii.iv. <del>The development should make improvements to the quality of the</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></li> <li>iv.v. <del>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</del> <u>Be of a height informed by the local and wider Town Centre character</u> context, taking into account <u>local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> <li>v.vi. <del>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</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></li> <li>vi.vii. <del>A</del> <u>Be supported by a</u> Transport Statement <del>will be required</del> to assess <u>the likely transport impacts</u> <del>of the development and to inform appropriate mitigation;</del></li> <li>vii.viii. <del>Be supported by Aa</del> <u>Travel Plan</u> to minimise car use of prospective occupants of the development;</li> </ul>	<p>unambiguous and that unnecessary duplication is avoided in the interests of effectiveness</p>
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|  |  | <p><del>viii.ix. Include appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the in accordance with the adopted car and cycle guidance of the Parking Standards SPD; but that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></p> <p><del>Serviceing areas should be accommodated within the site;</del></p> <p><del>ix.x. An Incorporate effective access arrangement to ensure highway-s that are safety (the existing access is shared) and suitable for all users;</del></p> <ul style="list-style-type: none"> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;</del></li> <li><del>• 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;</del></li> <li><del>• The development should consider local and long distance views of the development;</del></li> </ul> <p><del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></p> <p><del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></p> <p><del>x.xi. Include The storage of waste and recyclable materials should be incorporated into the design of the building within the site to minimise street clutter;</del></p> <p><del>xi.xii. Appropriate Make provision for landscaping should be provided; and include P proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></p> <p><del>xiii. Due to the built up nature of the site and surrounding area Have a design that mitigates impacts on surface water flooding should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</del></p> <p><del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></p> <p><del>xiv. Subject to technical feasibility and financial viability the development will be required to eConnect to the an existing or proposed CHP district heating network, unless it can be</del></p> |  |
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		<p>demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <del>and subject to considerations of technical feasibility and financial viability;</del></p> <p>xiv. <del>Incorporate B</del>buildings <del>should be</del> designed to be adaptable or capable of being adapted <del>ed</del>able to allow scope for changes to be made to meet the needs of <del>the occupiers</del> - <del>Lifetime homes will be encouraged for</del> the residential element of the <del>proposals</del>scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p>xv. <del>Development to meet</del> <del>Incorporate</del> relevant sustainable construction requirements at the time of planning application <del>for the development of the site,</del> <u>including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u></p> <p>xvi. <del>Consider C</del>current or historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency, and make provision for appropriate</del> <u>investigation required and any necessary remediation may be necessary;</u></p> <p><u>xvii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings.</u></p> <ul style="list-style-type: none"> <li><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM12	Reasoned justification (all paragraphs)	<p><b>Reasoned <u>Justification and Supporting Text</u></b></p> <p><u>1.</u> 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.</p> <p><u>2.</u> 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.</p>	In the interests of effectiveness

		<p><u>3.</u> The adjacent site, comprising Kings Court, Thomson House, has planning permission (PLAN/2014/1263) for the demolition of the existing buildings and the erection of an 8 storey office building (B1a) of 9,274sqm floorspace. This permission is currently being implemented.</p> <p><u>4.</u> Trizancia House and Chester House were refused planning permission (dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings.</p> <p><u>5.</u> It is anticipated that the site will yield at least 50 dwellings and 4000 sqm net office floorspace (5000 sqm gross). <del>An</del><u>The</u> indicative <del>capacity of the density for the</del> <u>site has been</u> <del>was</del> subject to scrutiny <del>at an</del> <u>as part of the Core Strategy</u> Examination and <del>supported to be achievable</del> <u>considered to be reasonable.</u></p> <p><u>6.</u> The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a quality Town Centre development opportunity.</p> <p><u>7.</u> <u>Proposals for development of UA2 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>8.</u> <u>Development would need to accord with heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the adjacent Basingstoke Canal Conservation Area.</u></p> <p><u>9.</u> The Council will support the comprehensive redevelopment of the site in order to maximise the efficient use of land. However development proposals for individual elements of the site will be considered on their own merits. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				
MM13	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>			To ensure the effectiveness of the policy
<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is</u></b>		

					<b>significant under-provision</b>	
		<b>UA2: Trizancia House &amp; Woodstead House, Chertsey Road</b>	Through development management process and working in partnership with developers and land owners	50 net additional dwellings and 4,000 SqM net offices by end of 2023/24	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office use</u>	2025/26
<u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>						
<b>Policy UA3: Chester House, 76-78 Chertsey Road, Woking GU21 5BJ</b>						
MM14	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		<b>Anticipated timescale</b>		
		<b>Residential</b>	<b>Office</b>	<b>2022-2023</b>		
		14	1,000 SqM net (3,000 SqM gross)			
MM15	Amended policy (whole policy)	This 0.15 ha site is allocated for offices and residential, including Affordable Housing.  <u>To achieve this, the development must address the following key requirements:</u> <u>Key Requirements</u>  <u>Development of the site will be required to:</u>  <ul style="list-style-type: none"> <li>● <del>Community Infrastructure Levy towards infrastructure provision;</del></li> </ul> i. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;  ii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 50% to be provided on-site;</del>				To ensure consistency with national policy (in particular paragraph 73 of the Framework)
						To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p>iii. <del>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account Comprehensive redevelopment to consider the immediate context, including adjoining proposed allocated sites;</del></p> <p>iii.iv. <del>The development should make improvements to the quality of the</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></p> <p>iv.v. <del>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</del> <u>Be of a height informed by the local and wider Town Centre character context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <p>v.vi. <del>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</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <p>vi.vii. <del>A</del> <u>Be supported by a</u> Transport Statement <del>will be required to assess the likely transport impacts of the development and to inform appropriate mitigation;</del></p> <p>vii.viii. <u>Be supported by Aa</u> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>viii.ix. <del>Include A</del> <u>appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the in accordance with the adopted car and cycle guidance of the</u> <del>p</del> <u>Parking s</u> <del>Standards SPD; but that takes into account the site's sustainable-accessible location, and will not compromise on</del> <u>the need to avoid adverse highway safety effects;</u></p> <ul style="list-style-type: none"> <li>● <del>Service areas should be accommodated within the site;</del></li> </ul> <p>ix.x. <del>An</del> <u>Incorporate</u> effective access arrangement <del>to ensure highway s that are safety and suitable for all users;</del></p> <ul style="list-style-type: none"> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;</del></li> </ul>	
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- ~~Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;~~
- ~~Development should consider local and long distance views of the development;~~
- ~~Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;~~
- ~~Density of development should maximise the efficient use of the site without compromising the general character of the area;~~
- ~~x-xi.~~ Include the storage of waste and recyclable materials ~~should be incorporated into the design of the building within the site~~ to minimise street clutter;
- ~~xi.xii.~~ The development should ~~r~~Retain any trees of demonstrable amenity value and provide appropriate landscaping; including Pproportionate ~~on-site~~ measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- ~~xii.xiii.~~ Due to the built up nature of the site and surrounding area ~~Have a design that mitigates impacts on~~ surface water flooding ~~should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement~~;
- ~~Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;~~
- ~~xiii.xiv.~~ Subject to technical feasibility and financial viability the development will be required to ~~e~~Connect to ~~the an~~ existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions ~~from the development~~ can be achieved, subject to considerations of technical feasibility and financial viability;
- ~~xiv.xv.~~ Incorporate ~~B~~buildings ~~should be~~ designed to be adaptable or capable of being adapted ~~able~~ to allow scope for changes to be made to meet the needs of ~~the occupiers~~ - ~~Lifetime homes will be encouraged for~~ the residential element of the ~~proposal~~ scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;
- ~~xv.xvi.~~ Development to meet ~~Incorporate~~ 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 of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;

		<p><del>xvi.xvii. Consider <u>C</u>urrent or historical contaminative uses <u>may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency and make provision for appropriate investigation required and any necessary remediation may be necessary.</u></del></p> <p><del>xviii. <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings.</u></del></p> <ul style="list-style-type: none"> <li><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM16		<p><b>Reasoned <u>j</u>ustification <u>and</u> <u>S</u>upporting <u>T</u>ext:</b></p> <ol style="list-style-type: none"> <li><u>1.</u> The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It comprises operational office premises. The site falls within Woking Town Centre High Accessibility Zone. The existing building has four storeys. There is opportunity here to redevelop these outdated offices to provide modern offices.</li> <li><u>2.</u> Chester House as well as Trizancia House (UA2) were refused planning permission (and dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings. The Council will support the comprehensive redevelopment of the site in order to maximise the efficient use of land. However development proposals for individual elements of the site will be considered on their own merits.</li> <li><u>3.</u> It is anticipated that the site will yield at least 1000 sqm net additional office floorspace (3000 sqm gross) and up to 14 dwellings.</li> <li><u>4.</u> The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a high quality Town Centre development opportunity.</li> <li><u>5.</u> <u>Proposals for development of UA3 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></li> </ol>	In the interests of effectiveness

		<p>6. <u>Development would need to accord with heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the adjacent Basingstoke Canal Conservation Area.</u></p> <p>7. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>																					
MM17	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> <tr> <td><u>UA3 Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ</u></td> <td><u>Through development management process and working in partnership with developers and land owners</u></td> <td><u>14 net additional dwellings and 1,000 SqM net offices by end of 2022/23</u></td> <td> <u>Net additional dwellings completed</u>   <u>Net additional affordable dwellings completed</u>   <u>Size and type of new dwellings completed by location</u>   <u>Area of floorspace (SqM, net) for office use</u> </td> <td><u>2025/26</u></td> </tr> <tr> <td colspan="5"><b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	<u>UA3 Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>14 net additional dwellings and 1,000 SqM net offices by end of 2022/23</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office use</u>	<u>2025/26</u>	<b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					To ensure the effectiveness of the policy.
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<b>Policy UA4: 1-12 High Street and 26-34 Commercial Way, Woking GU21 6EN</b>																							
MM18	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <tr> <th colspan="2"><b>Anticipated site yield</b></th> <th rowspan="3"><b>Anticipated timescale</b> <u>Up to 2027</u></th> </tr> <tr> <th><u>Residential</u></th> <th><u>Office</u></th> </tr> <tr> <td><u>149</u></td> <td><u>1,600 SqM net (2,000 SqM gross)</u></td> </tr> </table>		<b>Anticipated site yield</b>		<b>Anticipated timescale</b> <u>Up to 2027</u>	<u>Residential</u>	<u>Office</u>	<u>149</u>	<u>1,600 SqM net (2,000 SqM gross)</u>	To ensure consistency with national policy (in particular paragraph 73 of the Framework)												
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<u>149</u>	<u>1,600 SqM net (2,000 SqM gross)</u>																						

MM19	Amended policy (whole policy)	<p>This 0.58 ha site is allocated for a mix of uses to comprise residential including Affordable Housing, offices and retail.</p> <p><del>To achieve this, the development must address the following key requirements:</del>  <u>Key Requirements</u></p> <p><del>Development of the site will be required to:</del></p> <ul style="list-style-type: none"> <li><del>• Development to complement that of other Woking High Street allocated sites, to ensure effective integration of development (see also Proposal Site UA6);</del></li> <li>i. <del>Make Aa</del> contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of <del>the Woking Railway</del> Station (see <del>Proposal allocation S</del>site UA7);</li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>ii. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>iii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 50% to be provided on site;</del></li> <li>iv. <del>Include Aa</del> appropriate <del>and adequate</del> provision <del>of for</del> car <del>and</del> cycle parking <del>and servicing within the site, taking into account the guidance of the p</del>Parking <del>s</del>Standards SPD; <del>that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></li> <li>v. <del>Detailed Be supported by a t</del>Transport <del>a</del>Assessment to <del>determine site specific transport assess the likely impacts of the development, and to inform appropriate mitigation measures. The transport assessment</del>This should take account of proposed developments in the vicinity of the site;</li> <li>vi. <del>Be supported by Aa</del> Travel Plan to minimise car use of prospective occupants of the development;</li> <li><del>• Servicing areas should be accommodated within the block;</del></li> <li>vii. An <del>Incorporate</del> effective access arrangement <del>to ensure highway s that are safety and suitable for all users;</del></li> <li>viii. <del>The development should make improvements to the quality of the</del>Create an attractive, <del>welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</del></li> </ul>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness
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		<p>ix. <del>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</del><u>Be of a height informed by the local and wider Town Centre charactercontext, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <p>x. <del>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</del><u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <ul style="list-style-type: none"> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li>● <del>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;</del></li> <li>— <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>● <del>Development should consider local and long distance views of the development;</del></li> </ul> <p>xi. <del>Be of a high design quality and visually attractive as a result of good architecture, with development</del><u>Building footprints, scales and densities that maximise the efficient use of the site whilst reflecting the development should be of an appropriate scale to reflect the grain of surroundings, in a way that is sympathetic to the prevailing local and character of adjacent development – taking into account the immediate context and not compromising the future development of allocated sites in the surrounding area;</u></p> <ul style="list-style-type: none"> <li>● <del>Development should protect and enhance the character of the Town Centre Conservation Area;</del></li> <li>● <del>Development should protect and enhance the setting of the listed signal box and buildings and have regard to Woking Town Centre Conservation Area;</del></li> <li>● <del>Development should have regard to locally listed buildings within the site area;</del></li> </ul> <p>xi.xii. <del>Include</del><u>The storage of waste and recyclable materials should be incorporated into the design of the building within the site to minimise street clutter;</u></p> <p>xii.xiii. <del>Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement</del></p>	
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		<p><del>and management of local green infrastructure within the Town Centre, for example opportunities for green roofs/walls or roof gardens;</del></p> <ul style="list-style-type: none"> <li><del>• The development should retain any trees of amenity value;</del></li> </ul> <p>xiv. <del>Due to the built up nature of the site, Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• 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;</del></li> </ul> <p>xv. <del>Subject to technical feasibility and financial viability the development will be required to connect to the an existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;</del></p> <p><del>iii-xvi. Incorporate Buildings should be designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupiers - Lifetime homes will be encouraged for the residential element of the proposals scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p> <p>xvii. <del>Development to meet Incorporate 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 of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <p>xviii. <del>Consider Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency, and make provision for appropriate investigation required and any necessary remediation may be necessary;</del></p>	
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		<p>xix. <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</u></p> <p>xx. <u>Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects.</u></p> <ul style="list-style-type: none"> <li>• <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM20		<p><b>Reasoned <u>Justification and Supporting Text</u>:</b></p> <p><u>1. The site is in a suitable location for a mixed use development which would provide an opportunity <del>for the to regeneration-regenerate of this area of the High Street-site and contribute significantly towards the continuous enhancement of the Town Centre. In order to achieve this, it is important that development takes account of the future development of nearby allocated sites and avoids compromising their delivery, 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.</del></u></p> <p><u>2. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: <del>The site is in the Town Centre Conservation Area, within which the site falls; and any redevelopment must respect the character and appearance of the conservation area. At the adjacent Grade II Listed sSignal bBox 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; and the locally listed buildings in the vicinity of the site area of 1-2 High Street, 3-5 High Street and (40 – 42 Chertsey RoadCommerciate Way and 1 – 3 High Street).</del></u></p> <p><u>3. The site <del>provides-acts as</del> 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.</u></p> <p><del>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.</del></p> <p><del>The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.</del></p> <p><u>4. It is anticipated that the site could yield at least 149 net additional dwellings, 1600 sqm office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site</u></p>	In the interests of effectiveness

		<p>has been subject to scrutiny <del>at</del> <del>as</del> <del>part</del> <del>of</del> <del>the</del> <del>Core</del> <del>Strategy</del> Examination and <del>supported to be achievable</del> considered to be reasonable. It is anticipated that development would start by 2025/26 and complete shortly after the end of the plan period. Should the site not be started by this date, potential action will be triggered in accordance with the monitoring table below.</p> <p>5. <u>Proposals would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to <del>insist</del> assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at: <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a>.</u></p> <p>...</p> <p>7. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				
MM21	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></p>			<p>To ensure the effectiveness of the policy.</p>
<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>		
<p><b><u>UA4 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN</u></b></p>	<p><u>Through development management process and working in partnership with developers and land owners</u></p>	<p><u>Start of 149 dwellings, 1,600 SqM net offices and retail use by end of 2025/26</u></p>	<p><u>Net additional dwellings started</u></p> <p><u>Net additional affordable dwellings started</u></p> <p><u>Size and type of new dwellings started by location</u></p>	<p><u>2025/26</u></p>		

					<u>Area of floorspace (SqM, net) for office and retail uses</u>			
		<u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>						
<b>Policy UA5: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking GU21 5AS</b>								
MM22	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>			<u>Anticipated timescale</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework)
		<u>Residential</u>		<u>Office</u>	<u>2020-2022</u>			
		<u>94</u>		<u>1,000 SqM net (6,000 SqM gross)</u>				
MM23	Amended policy (whole policy)	<p>This 0.21 ha site is allocated for a mixed use development to comprise of residential including Affordable Housing and offices.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>• <del>Comprehensive redevelopment of the site taking into account the setting of the adjacent Woking Town Centre Conservation Area and its setting;</del></li> <li>iii. <del>A-Be supported by a</del> Transport Statement <del>may be required</del> to assess <del>the</del> likely <del>transport</del> impacts <del>of the development, and to inform appropriate mitigation;</del></li> <li>iv. <del>Include</del> <u>Appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the guidance of the parking standards SPD; that takes into account the site's sustainable-accessible location, and will not compromise on the need to avoid adverse highway safety effects;</u></li> </ul>						To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p>v. <u>Be supported by Aa</u> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>vi. <del>The development should make improvements to the quality of the</del><u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></p> <ul style="list-style-type: none"> <li>• <del>Servicing areas should be accommodated within the site;</del></li> </ul> <p>vii. <del>An-Incorporate</del> effective access arrangement <del>to ensure highway-s that are safety and suitable for all users;</del></p> <p>viii. <del>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</del><u>Be of a height informed by the local and wider Town Centre charactercontext, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <ul style="list-style-type: none"> <li>• <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street on all sides;</del></li> <li>• <del>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;</del></li> <li>• <del>The development should consider local and long distance views of the development;</del></li> </ul> <p>ix. <u>Be of a high design quality and visually attractive as a result of good architecture, with developmentBuilding footprints, scales and densities that maximise the efficient use of the site whilst reflecting the development should be of an appropriate scale to reflect the grain of surroundings, in a way that is sympathetic to the prevailing local and character of adjacent development – taking into account the immediate context and not compromising the future development of allocated sites in the surrounding area;</u></p> <ul style="list-style-type: none"> <li>• <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p>x. <del>The</del> storage of waste and recyclable materials <del>should be incorporated into the design of the building within the site</del> to minimise street clutter;</p> <p>xi. <u>Make provision for landscaping and include</u> proportionate <del>on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p>	
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|  |  | <p>xii. <del>Due to the built up nature of the site and surrounding area</del>Have a design that mitigates impacts on surface water flooding <del>should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i> and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</del></p> <ul style="list-style-type: none"> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p>xiii. <del>Subject to technical feasibility and financial viability the development will be required to</del>Connect to <del>the-an</del> existing or proposed <del>GHP district heating</del> network, unless it can be demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <del>subject to considerations of technical feasibility and financial viability;</del></p> <p>xiv. <del>Incorporate B</del>buildings <del>should be</del> designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of <del>the occupiers - Lifetime homes will be encouraged for</del> the residential element of the <del>proposalscheme should incorporate</del> 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p>xv. <del>Development to meet</del>Incorporate relevant sustainable construction requirements at the time of planning application <del>for the development of the site,</del> including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</p> <p>xvi. <del>Consider C</del>current or historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency, and make provision for appropriate</del> <del>investigation/site assessment required and</del> any necessary remediation <del>may be required</del>;</p> <p>xvii. <del>Due to the proximity of the</del>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line, <del>the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p> <p>xviii. <del>Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</del></p> |  |
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		<p>xix. <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings.</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM24		<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>2. The existing building is four storeys in height. It occupies an island site, adjacent to the Conservation Area. It is anticipated that the site will yield up to <del>158-94</del> dwellings and 1000 additional sqm office floorspace (6000 sqm gross). This indicative capacity of the site has been subject to scrutiny <del>at and as part of the Core Strategy Examination and supported to be achievable</del> considered to be reasonable.</u></p> <p><u>3. The site currently has an unimplemented Prior Approval (PLAN/2016/1433) for the change of use from office to residential. <del>Development would need to accord with the heritage and conservation policies of the Development Plan.</del> Heritage assets include, but are not limited to: the adjacent Woking Town Centre Conservation Area.</u></p> <p><u>4. <del>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at: <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a>.</del></u></p> <p><u>5. <del>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</del></u></p>	In the interests of effectiveness
MM25	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p> <p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></p>	To ensure the effectiveness of the policy

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	
		<u>UA5 The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS</u>	Through development management process and working in partnership with developers and land owners	94 net additional dwellings and 1,000 SqM net offices by end of 2021/22	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u> <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office use</u>	2024/25	
<u>Potential action depending on monitoring outcomes may include:</u> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>							
<b>Policy UA6: 2-24 Commercial Way and 13-28 High Street, Woking GU21 6BW</b>							
MM26	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>			<u>Anticipated timescale</u>	2025-2026	To ensure consistency with national policy (in particular paragraph 73 of the Framework)
		<u>Residential</u>	<u>Retail</u>	<u>Office</u>			
		50		400SqM net (2,000SqM gross)			
MM27	Amended policy (whole policy)	This 0.45 ha site is allocated for mixed use development to comprise of residential including Affordable Housing, retail and offices.  <u>To achieve this, the development must address the following key requirements:</u>  <u>Key Requirements</u>  <u>Development of the site will be required to:</u> <ul style="list-style-type: none"> <li>Development to complement that of Victoria Square Development, to ensure effective integration of the development;</li> </ul>				2025-2026	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p>i. <del>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including the Victoria Square Development and adjacent public space, and Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal adjacent allocated Ssite UA4);</del></p> <p>ii. <del>Make Aa contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal allocation Ssite UA7);</del></p> <p>• <del>Community Infrastructure Levy towards infrastructure provision;</del></p> <p>iii. <del>Contributeion towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</del></p> <p>xiv. <del>Contributeion towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;</del></p> <p>v. <del>Include Aappropriate and adequate provision of for car and, cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into account the site's sustainable-accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></p> <p>vi. <del>Be supported by a Ddetailed Transport Assessment to determine site specific transport assess the likely impacts of the development, and to inform appropriate mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;</del></p> <p>vii. <del>Be supported by Aa Travel Plan to minimise car use of prospective occupants of the development;</del></p> <p>viii. <del>The development should make improvements to the quality of the Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</del></p> <p>• <del>Servicing areas should be accommodated within the site;</del></p> <p>ix. <del>An Incorporate effective access arrangement to ensure highway s that are safety and suitable for all users;</del></p> <p>x. <del>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 Be of</del></p>	
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		<p><u>a height informed by the local and wider Town Centre character, context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <ul style="list-style-type: none"> <li>• <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li>• <del>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;</del></li> <li>• <del>Regard to be given to the permitted Victoria Square development scheme, including the adjacent new public space;</del></li> <li>• <del>The development should consider local and long distance views of the development;</del></li> </ul> <p>xi. <del>Design of development to protect and enhance the Conservation Area, listed buildings in the vicinity</del><u>Preserve heritage assets and pay regard to and their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings;</u></p> <ul style="list-style-type: none"> <li>• <del>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;</del></li> <li>• <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p>xii. <del>Include</del><u>The storage of waste and recyclable materials should be incorporated into the design of the building within the site</u> to minimise street clutter;</p> <p>xiii. <del>The development should r</del><u>Retain any trees of demonstrable amenity value; and provide appropriate landscaping; including P</u><del>proportionate on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <ul style="list-style-type: none"> <li>• <del>Appropriate landscaping should be provided;</del></li> <li>• <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li>• <del>Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;</del></li> </ul>	
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		<p>xiv. <del>The</del> <u>Be supported by a Detailed sSurface wWater dDrainage strategyDesign 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 that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Policy CS9: <i>Flooding and water management</i>, and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup> – upgrades to the existing drainage infrastructure are likely to be required;</u></p> <ul style="list-style-type: none"> <li>• <del>Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;</del></li> </ul> <p>xv. <del>Subject to technical feasibility and financial viability the development will be required to eConnect to the an existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;</del></p> <p>xvi. <del>Incorporate Bbuildings should be designed to be adaptable or capable of being adaptedable to allow scope for changes to be made to meet the needs of the occupiers - Lifetime homes will be encouraged for the residential element of the proposalscheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: <i>Design</i>;</del></p> <p>xvii. <del>Development to meet Incorporate 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 of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</del></p> <p>xviii. <del>Consider Ccurrent or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency, and make provision for appropriate -investigation would be required with the potential for someand any necessary remediation to be required;</del></p> <p>xix. <del>Due to the proximity of theProvide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent 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 amenityand ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p>	
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		<p><del>xx. Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot.</del></p> <p><del>xx.xxi. Re-provide Existing office floorspace, with to be re-provided and new provision should seeking to address the needs of small businesses employment needs of the Borough;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM28		<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <ol style="list-style-type: none"> <li><u>1.</u> This Town Centre site is located in a sustainable location for a mixed use development which would provide an opportunity <del>for to regenerate</del> <u>ion of this area of the High Street block and contribute significantly towards the continuous enhancement of the Town Centre. In order to achieve this, it is important that development takes account of the future development of nearby allocated sites and avoids compromising their delivery, 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.</u></li> <li><u>2.</u> <del>The site is partly in</del> <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Woking Town Centre Conservation Area, and any redevelopment must respect the character, grain and appearance of the Conservation Area. A the Grade II Listed sSignal bBox is located adjacent to the railway, and any development must not harm the setting of the Listed Building.</u></li> <li><u>3.</u> <del>The Ssite provides acts as</del> <u>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.</u> <p><del>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.</del></p> <p><del>The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.</del></p> </li> <li><u>4.</u> It is anticipated that the site could yield at least 50 net additional dwellings. The site is also anticipated to yield at least 400 sqm office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny <del>at anas part of the</del> <u>Core Strategy Examination and supported to be achievable considered to be reasonable.</u></li> </ol>	In the interests of effectiveness

		<p>5. <u>Proposals for development of UA6 would greatly benefit from early engagement with the statutory water and sewerage undertaker regarding the management of waste water capacity and surface water runoff; with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and, in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, with The Minerals Planning Authority to ensure that development would not affect the minerals function and operational requirements of the depot (in accordance with Policy MC6 of the Surrey Minerals Plan).</u></p> <p>6. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>					
MM29	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>		<b><u>Key Core Strategy policy monitoring indicators:</u></b>		To ensure the effectiveness of the policy	
				CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA6 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW</u></b>	Through development management process and working in partnership with developers and land owners	50 net additional dwellings, 400 SqM net offices, and retail use, by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office and retail use		2025/26
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					
<b>Policy UA7: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking GU22 7AE</b>							

MM30	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <tr> <td data-bbox="546 193 1167 225"><u>Anticipated site yield</u></td> <td data-bbox="1173 193 1771 225"><u>Anticipated timescale</u></td> </tr> <tr> <td data-bbox="546 229 1167 256"><u>Essential infrastructure</u></td> <td data-bbox="1173 229 1771 256">2022-2027</td> </tr> </table>	<u>Anticipated site yield</u>	<u>Anticipated timescale</u>	<u>Essential infrastructure</u>	2022-2027	In the interests of consistency and effectiveness
<u>Anticipated site yield</u>	<u>Anticipated timescale</u>						
<u>Essential infrastructure</u>	2022-2027						
MM31	Amended policy (whole policy)	<p>This 9.43 ha site is safeguarded for essential infrastructure, <del>namely a</del> transport interchange hub at Woking railway station to include: plaza, bus interchange, railway flyover, improvements to rail facilities and taxi rank to south side of station; secure bike parking area within station facilities on <del>the</del> south side <del>of the station;</del> <del>and</del> Brompton bike hire dock; improvements to bus interchange to <del>the</del> north side of station; <del>and</del>. <del>Also</del> improvements to Victoria Arch.</p> <p><del>To achieve this, the development must address the following key requirements:</del></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ol style="list-style-type: none"> <li>i. <del>Development should i</del> <u>improve the arrival experience to the Town Centre, including a welcoming and distinctive public realm;</u></li> <li>ii. <del>Development should seek to e</del> <u>Enhance connectivity and improve access across the railway track, particularly for pedestrians and cyclists;</u></li> <li>iii. <del>Any buildings or improvements to the public realm should b</del> <u>Be of exceptional design quality and visually attractive as a result of good architecture, where buildings are proposed;</u></li> <li>iv. <del>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings;</del> <u>Development should protect and enhance the character of the Town Centre Conservation Area, statutory and locally listed buildings;</u> <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li>v. <del>Be supported by a Detailed The s</del> <u>Surface w</u> <del>Water d</del> <u>Drainage strategy</u> <del>Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del> <del>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;</del></li> </ol>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness				

		<p>vi. <del>Development to meet</del><u>Incorporate</u> relevant sustainable construction <del>requirements at the time of planning application for the development of the site</del><u>standards including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u></p> <p>vii. <del>An-Be supported by an</del> archaeological assessment <del>will be required as set out in in</del> accordance with Core Strategy Policy CS20: <i>Heritage and conservation</i>;</p> <p>viii. <del>Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot;</del></p> <p>ix. <u>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation.</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>		
MM32		<p><b><u>Reasoned Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>7. Development would need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to: the Grade II Listed Signal Box which is within the site boundary; the adjacent Woking Town Centre and Mount Hermon Conservation Areas; the adjacent Grade II Listed Building (Railway Electrical Control Room); and the adjacent locally listed buildings (1-2 and 3-5 High Street, and 40-42 Commercial Way)</u></p> <p><u>8. Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and also with the Minerals Planning Authority in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, in accordance with Policy MC6 of the Surrey Minerals Plan.</u></p> <p>...</p>	In the interests of effectiveness	
MM33	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS2 Woking Town Centre; CS16 Infrastructure Delivery; CS18 Transport and Accessibility.</u></p>	To ensure the effectiveness of the policy

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>											
		<u>UA7 Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE</u>	Through working in partnership with Network Rail and Surrey County Council	Delivery by end of 2026/27, in accordance with Control Periods of Network Rail's project plan, and delivery dates set in the Infrastructure Delivery Plan (including future updates)	Delivery of specific projects such as the transport interchange hub, and Woking Flyover as detailed in UA7, in accordance with the relevant Project Plans	2025/26											
<p><u>Potential action depending on monitoring outcomes may include:</u>  Compulsory Purchase; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>																	
<b>Policy UA8: Former Goldsworth Arms PH, Goldsworth Road, Woking GU21 6LQ</b>																	
MM34	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th colspan="2"><u>Anticipated site yield</u></th> </tr> </thead> <tbody> <tr> <td><u>Residential</u></td> <td></td> </tr> <tr> <td>43</td> <td></td> </tr> </tbody> </table>		<u>Anticipated site yield</u>		<u>Residential</u>		43		<table border="1"> <thead> <tr> <th colspan="2"><u>Anticipated timescale</u></th> </tr> </thead> <tbody> <tr> <td></td> <td><u>2022-2027</u></td> </tr> </tbody> </table>		<u>Anticipated timescale</u>			<u>2022-2027</u>		To ensure consistency with national policy (in particular paragraph 73 of the Framework)
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43																	
<u>Anticipated timescale</u>																	
	<u>2022-2027</u>																
MM35	Amended policy (whole policy)	This 0.12 ha site is allocated for residential use, including Affordable Housing. <u>To achieve this, the development must address the following key requirements:</u> <u>Key Requirements</u> <u>Development of the site will be required to:</u>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is										

		<ul style="list-style-type: none"> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iii. <u>Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;</u></li> <li>iv. <u>Include Appropriate and adequate provision of for car and, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; that takes into account the site's sustainable-accessible location, and will not compromise on the need to avoid adverse highway safety effects;</u></li> <li>v. <u>Be supported by Aa Travel Plan to minimise car use of prospective occupants of the development;</u></li> <li>• <del>Active frontages to enhance the street scene;</del></li> <li>vi. <u>Create an attractive, welcoming and distinctive public realm and provide a ground floor that directly addresses the street on both Goldsworth Road and Poole Road, and a design that takes the opportunities offered by Development to address this prominent corner position to improve the arrival experience to the Town Centre from Goldsworth Road;</u></li> <li>• <del>The development should make improvements to the quality of the public realm;</del></li> <li>• <del>Servicing areas should be accommodated within the site;</del></li> <li>vii. <u>• Incorporate effective access arrangements to ensure highway that are safety and suitable for all users;</u></li> <li>• <del>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;</del></li> <li>• <del>Development should directly address both Goldsworth Road and Poole Road street scenes on the ground floor to add interest and vibrancy to the street;</del></li> <li>viii. <u>Building Be of a heights should consider informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> </ul>	<p>avoided in the interests of effectiveness</p>
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		<p><del>The development should consider local and long distance views of the development;</del></p> <p>ix. <del>Any buildings in this gateway location should be</del> <u>Be of exceptional design quality and attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;</u></p> <ul style="list-style-type: none"> <li><del>• Development should improve the arrival experience to the Town Centre from Goldsworth Road;</del></li> </ul> <p>x. <del>Building footprints should be</del> <u>of an appropriate scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to prevailing local and character of adjacent development;</u></p> <ul style="list-style-type: none"> <li><del>• Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></li> </ul> <p>xi. <del>The</del> <u>Include</u> <del>storage of waste and recyclable materials should be incorporated into</del> <u>within the design of the building to the site to</u> minimise street clutter;</p> <p>xii. <del>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Working's landscape and townscape, and DM20: Heritage assets and their settings</del> <u>Design to consider impact on setting of nearby locally listed buildings;</u></p> <p>xiii. <u>Make provision for landscaping and include</u> <del>Proportionate</del> on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <ul style="list-style-type: none"> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> </ul> <p>xiv. <del>Subject to technical feasibility and financial viability the development will be required to</del> <u>e</u>Connect to <del>the an</del> existing or proposed <del>GHP district heating</del> network, unless it can be demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <u>subject to considerations of technical feasibility and financial viability;</u></p> <p>xv. <del>Incorporate</del> <u>Buildings 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</u> <del>Lifetime homes will be encouraged for the residential element of the proposal</del> <u>Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</u></p> <p>xvi. <del>Development to meet</del> <u>Incorporate</u> relevant sustainable construction requirements at the time of planning application <del>for the development of the site, including the achievement of BREEAM</del></p>	
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		<p><u>'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u></p> <p>xvii. <del>Consider</del> <u>Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency and make provision for appropriate investigation/site assessment required and any necessary remediation may be required, dependent upon sensitivity of proposed use(s);</u></p> <p>xviii. <del>Due to the proximity of the</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <ul style="list-style-type: none"> <li>• <del>The site could come forward for development as part of any future development of the Poole Road Industrial Estate (Proposal Site UA14);</del></li> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p>xix. <del>Be supported by a Detailed</del> <u>The sSurface wWater eDrainage strategy-Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and the Council's guidance supporting the provision of a Surface Water Drainage Statement*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;</u></p> <p>xx. <del>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</del> <u>Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. should be submitted with a planning application which</u> <del>This should</del> <u>demonstrates the existing and future surface water flood risk to the site, how the development will be made safe, and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</u></p> <p>xxi. <del>Development could make a cContribution</del> <u>towards alternative community infrastructure in accordance with Policy CS19: Social and community infrastructure;</u></p>	
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		<ul style="list-style-type: none"> <li>Transport Assessment required to determine the impact of development on transport network; and opportunities to optimise use of sustainable transport;</li> </ul> <p>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</p> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>																
MM36		<p><b>Reasoned <u>Justification and Supporting Text</u>:</b></p> <p>...</p> <p>4. A redevelopment of residential is considered a more effective use of the site. It is anticipated that the site could yield up to 43 dwellings. <u>There is scope for the site to come forward as part of any comprehensive redevelopment of the Poole Road Industrial Estate (allocation site UA14).</u></p> <p>5. <u>Development would need to accord with the heritage and conservation policies of the Development Plan and NPPF. Heritage assets include, but are not limited to, the adjacent locally listed buildings (65-77 Goldsworth Road).</u></p> <p>6. <u>Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site; and the Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>7. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness															
MM37	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b><u>Monitoring</u></b></td> <td colspan="4"><b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u></td> </tr> <tr> <td><b><u>Policy</u></b></td> <td><b><u>How will the policy be delivered?</u></b></td> <td><b><u>Anticipated rate of delivery</u></b></td> <td><b><u>How will the policy be monitored?</u></b></td> <td><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u>				<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>						To ensure the effectiveness of the policy
<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u>																	
<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>														

		<u>UA8 The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ</u>	Through development management process and working in partnership with developers and land owners	43 net additional dwellings by end of <u>2023/24</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>	<u>2025/26</u>		
<u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>								
<b>Policy UA9: 113-129 Goldsworth Road, Woking GU21 6LR</b>								
MM38	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>			<b>Anticipated timescale</b>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b>Residential</b>		<b>Office</b>		<u>2025-2027</u>		
		<u>55</u>		<u>Re-provision of existing floorspace</u>				
MM39	Amended policy (whole policy)	<p>This 0.32 ha site is allocated for mixed use development to comprise of office and residential development, including Affordable Housing.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iii. <u>Include Appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</u></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness	

		<p>iv. <del>Be supported by Aa</del> Transport Statement, <del>where relevant, may be required</del> to assess <u>the likely transport impacts of development and to inform appropriate mitigation</u>;</p> <p>v. <del>Be supported by Aa</del> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>vi. <del>The development should make improvements to the quality of the</del><u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties and a design that improves the arrival experience to the Town Centre from Goldsworth Road</u>;</p> <ul style="list-style-type: none"> <li>• <del>Servicing areas should be accommodated within the site</del>;</li> </ul> <p>vii. <del>Incorporate An</del> effective access arrangements <del>to ensure highway</del><u>that are safety and suitable for all users</u>;</p> <p>viii. <del>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</del><u>Be of a height informed by the local and wider Town Centre character</u><del>context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare</del>;</p> <ul style="list-style-type: none"> <li>• <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street</del>;</li> <li>• <del>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</del>;</li> <li>• <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed</del>;</li> <li>• <del>The development should consider local and long distance views of the development</del>;</li> <li>• <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development</del>;</li> </ul> <p>ix. <del>Buildings should b</del><u>Be of high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – in particular, development should be scaled sensitively and step down to respect the adjacent low-rise residential areas at this transitional edge of centre location</u>;</p>	
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- ~~Development should improve the arrival experience to the Town Centre from Goldsworth Road;~~
- ~~The site is in an edge of Town Centre location and should reflect this in its design. Development in this area should step down to respect the existing adjacent low-rise residential areas;~~
- ~~Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;~~
  - x. ~~The~~ Include storage of waste and recyclable materials ~~should be incorporated into~~ within the design of the building to the site to minimise street clutter;
  - xi. ~~The development should~~ Retain any trees of demonstrable amenity value; and provide appropriate landscaping; including Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- ~~Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;~~
- ~~Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;~~
  - xii. Be supported by a Detailed ~~The s~~ Surface w ~~Water d~~ Drainage strategy-Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement\*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;~~
  - xiii. ~~Subject to technical feasibility and financial viability the development will be required to~~ e ~~Connect to~~ the-an existing or proposed CHP-district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions ~~from the development~~ can be achieved, subject to considerations of technical feasibility and financial viability;
  - xiv. Incorporate B ~~buildings~~ should be designed to be adaptable or capable of being adapted able to allow scope for changes to be made to meet the needs of ~~the-occupiers~~ - Lifetime homes will be encouraged for the residential element of the ~~proposals~~ scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design-;

		<p>xv. <del>Development to meet</del><u>Incorporate</u> relevant sustainable construction requirements at the time of planning application <del>for the development of the site, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <p>xvi. <del>Consider current or H</del>historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any change of use of the</del>is site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency <del>and make provision for appropriate</del> <del>investigation</del> <del>and any necessary would be required and remediation is likely to be necessary;</del></p> <ul style="list-style-type: none"> <li>● <del>Active frontages to enhance the street scene;</del></li> </ul> <p>xvii. <del>Due to the proximity of the</del><u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM40		<p><b><u>Reasoned jJustification and Supporting Text:</u></b></p> <p>...</p> <p><del>It is likely that the site would be suitable for a flatted development with office units on the ground floor.</del></p> <p>4. <del>It is anticipated that the site could yield at least 55 dwellings and re-provision of existing office floorspace, likely to be in the form of a flatted scheme with office units on the ground floor.</del></p> <p>5. <del>Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site</del></p> <p>6. <del>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</del></p>	In the interests of effectiveness

MM41	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>UA9 113-129 Goldsworth Road, Woking, GU21 6LR</b>	Through development management process and working in partnership with developers and land owners	55 net additional dwellings and re-provision of existing office floorspace by end of 2026/27	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office use</u>		<u>2025/26</u>
		<b>Potential action depending on monitoring outcomes may include:</b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy UA10: MVA and Select House, Victoria Way, Woking GU21 6DD</b>							
MM42	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>			<b>Anticipated timescale</b>	In the interests of consistency and effectiveness	
		<b>Office</b>					
		<u>16,719SqM net (16,719SqM gross)</u>			<u>Up to 2027</u>		
MM43	Amended policy (whole policy)	<p>This 0.15 ha site is allocated for office development.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <p>i. <u>Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting</u></p>				To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the	

		<p><del>the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including Development to complement that of other Western Approach allocated sites and the Victoria Square development, to ensure effective integration of the development (see also Proposal Sites (UA11, UA12 and UA13) and the Victoria Square development;</del></p> <p>ii. <del>Include A</del> <u>appropriate and adequate provision of for car and, cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</u></p> <p>iii. <u>Be supported by Aa</u> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>iv. <del>The development should make improvements to the quality of the</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties and a design that improves the arrival experience to the Town Centre from Goldsworth Road;</u></p> <ul style="list-style-type: none"> <li><del>• Servicing areas should be accommodated within the site;</del></li> </ul> <p>v. <u>Incorporate An</u> effective access arrangements <del>to ensure highway</del> <u>that are safety and suitable for all users;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p>vi. <del>Building heights should consider</del> <u>Be of a height informed by</u> the local and wider Town Centre context, <u>taking into account the local and long-distance views of the site, and the necessity to avoid</u> whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and, glare and light pollution; <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></p> <ul style="list-style-type: none"> <li><del>• The development should consider local and long distance views of the development;</del></li> <li><del>• Buildings should be of exceptional design quality;</del></li> </ul>	<p>interests of effectiveness</p>
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		<ul style="list-style-type: none"> <li>• <del>Development should improve the arrival experience to the Town Centre from the south and west of the Borough;</del></li> <li>• <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>• <del>Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></li> <li>vii. <del>The</del> <u>Include</u> storage of waste and recyclable materials <del>should be incorporated into</del> <u>within the design of the building to the site to</u> minimise street clutter;</li> <li>viii. <del>The development should</del> <u>Retain</u> any trees of <u>demonstrable</u> amenity value; <u>and provide appropriate landscaping; including</u> <del>Proportionate</del> <u>on-site</u> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</li> <li>ix. <del>Due to the built up nature of the site and surrounding area</del> <u>Have a design that mitigates impacts on</u> surface water flooding <del>should be mitigated in the design of the development and</del> <u>incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement</u>;</li> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li>x. <del>Subject to technical feasibility and financial viability the development will be required to</del> <u>e</u>Connect to <del>the an</del> existing or proposed <u>CHP district heating</u> network, unless it can be demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <u>subject to considerations of technical feasibility and financial viability</u>;</li> <li>xi. <u>Incorporate</u> <del>B</del>buildings <del>should be</del> designed to be adaptable or capable of being <u>adaptable adapted</u> to allow scope for changes to be made to meet the needs of the occupiers; <del>Lifetime homes will be encouraged for the residential element of the development.</del></li> <li>xii. <del>Development to meet</del> <u>Incorporate</u> relevant sustainable construction requirements at the time of planning application <del>for the development of the site, including the achievement of BREEAM</del> <u>'Very Good' standards for any buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD</u>;</li> <li>xiii. <u>Consider current or</u> <del>H</del>historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any change of use of this the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. and make provision for appropriate</del> <u>investigation would be required and</u></li> </ul>	
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		<p><del>any necessary remediation may be necessary (dependent upon development uses and building design);</del></p> <p><del>xiv. 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. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;</del></p> <p><del>xv. Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot.</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>																
MM44		<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>6. Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site; and also with The Minerals Planning Authority in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, in accordance with Policy MC6 of the Surrey Minerals Plan.</u></p> <p><u>7. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness															
MM45	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> CS2 Woking Town Centre; CS15 Sustainable economic development.</td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS2 Woking Town Centre; CS15 Sustainable economic development.				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>						To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS2 Woking Town Centre; CS15 Sustainable economic development.																	
<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>														

		<b><u>UA10 MVA and Select House, Victoria Way, Woking, GU21 6DD</u></b>	Through development management process and working in partnership with developers and land owners	<u>16.719 SqM net offices by end of 2026/27</u>	<u>Area of floorspace (SqM, net) for office use</u>	<u>2025/26</u>	
<p><b><u>Potential action depending on monitoring outcomes</u></b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>							
<b>Policy UA11: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking GU21 6JZ</b>							
MM46	New anticipated timescales and uses table (beginning of policy)	<b><u>Anticipated site yield</u></b>			<b><u>Anticipated timescale</u></b>		To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b><u>Residential</u></b>	<b><u>Retail</u></b>	<b><u>Office</u></b>	<b><u>2024-2027</u></b>		
		<u>55</u>		<u>1,200SqM net (3,000SqM gross)</u>			
MM47	Amended policy (whole policy)	<p>This 0.3 ha site is allocated for mixed use to comprise of retail, office and residential development including Affordable Housing.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>i. <u>Be of exceptional design quality and visually attractive at this prominent corner position as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including Development to complement that of other Western Approach allocated sites and the Victoria Square development, to ensure effective integration of the development (see also Proposal Sites (UA10, UA12 and UA13) and the Victoria Square development;</u></li> <li>• <u>Community Infrastructure Levy towards infrastructure provision;</u></li> <li>ii. <u>Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</u></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p>iii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 40% to be provided on site;</del></p> <p>iv. <u>Include A appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into account the site's sustainable-accessible location, and will not compromise on the need to avoid adverse highway safety effects;</u></p> <p>v. <u>Be supported by Aa Travel Plan to minimise car use of prospective occupants of the development;</u></p> <p>vi. <del>The development should make improvements to the quality of the</del><u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties;;</u></p> <ul style="list-style-type: none"> <li>● <del>Service areas should be accommodated within the site;</del></li> </ul> <p>vii. <u>Incorporate An effective access arrangements to ensure highway that are safety and suitable for all users;</u></p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p>viii. <del>Building heights should consider</del><u>Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare and light pollution. In particular, development will need to carefully consider the transition in building heights from 34 storeys at Victoria Square to 3 storeys at 31 Goldsworth Road;</u></p> <ul style="list-style-type: none"> <li>● <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>● <del>The development should consider local and long distance views of the development;</del></li> <li>● <del>Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to 3 storey at 31 Goldsworth Road;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• Buildings should be of exceptional design quality and have regard to this prominent corner position and vibrancy at ground floor level;</del></li> <li><del>• Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></li> <li><del>ix. The Include storage of waste and recyclable materials should be incorporated into within the design of the building to the site to minimise street clutter;</del></li> <li><del>ix.x. Provide a high standard of amenity for future users, in particular residential occupants, including any necessary mitigation in respect of noise and air quality, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></li> <li><del>x.xi. The development should rRetain any trees of demonstrable amenity value; and provide appropriate landscaping; including Pproportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li><del>xi.xii. Development should cConsider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>ii.xiii. Be supported by a DetailedThe sSurface wWater dDrainage strategy Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement* 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;</del></li> <li><del>ii.xiv. Subject to technical feasibility and financial viability the development will be required to cConnect to the an existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;</del></li> <li><del>iv.xv. Incorporate Bbuildings should be designed to be adaptable or capable of being adapt edable to allow scope for changes to be made to meet the needs of the occupiers - Lifetime homes will</del></li> </ul>	
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		<p><del>be encouraged for the residential element of the proposals</del> scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p><del>v.xvi. Development to meet</del> Incorporate relevant sustainable construction requirements at the time of planning application <del>for the development of the site,</del> including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</p> <p><del>xvii. Avoid any impact, directly or indirectly, on the minerals functions and operational requirements of the Downside Goods Yard rail aggregates depot.</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>											
MM48		<p><b>Reasoned <u>Justification and Supporting Text</u>:</b></p> <p>...</p> <p><u>7. In view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6, proposals for the development of the site would greatly benefit from early engagement with Surrey Council Council.</u></p> <p><u>8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness										
MM49	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b><u>Monitoring</u></b></td> <td colspan="4"><b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</td> </tr> <tr> <td><b><u>Policy</u></b></td> <td><b><u>How will the policy be delivered?</u></b></td> <td><b><u>Anticipated rate of delivery</u></b></td> <td><b><u>How will the policy be monitored?</u></b></td> <td><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></td> </tr> </table>	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.				<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>	To ensure the effectiveness of the policy
<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.												
<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>									

		<p><u>UA11 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ</u></p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>55 net additional dwellings and 1,200 SqM net offices, and retail use, by end of 2026/27</p>	<p><u>Net additional dwellings completed</u></p> <p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p> <p><u>Area of floorspace (SqM, net) for office and retail use</u></p>	<p><u>2025/26</u></p>		
<p><b>Potential action depending on monitoring outcomes may include:</b>  Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>								
<p><b>Policy UA12: Synergy House, 8 Church Street West, Woking GU21 6DJ</b></p>								
MM50	New anticipated timescales and uses table (beginning of policy)			<p><u>Anticipated site yield</u></p> <p><u>Office</u></p> <p><u>900SqM net (1,000SqM gross)</u></p>	<p><u>Anticipated timescale</u></p> <p><u>Up to 2027</u></p>		In the interests of consistency and effectiveness.	
MM51	Amended policy (whole policy)	<p>This 0.02 ha site is allocated for office development.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>i. <u>Be of high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including Development to complement that of other Western Approach allocated sites and the Victoria Square development, to ensure effective integration of the development (see also Proposal Sites (UA10, UA11 and UA13);</u></li> <li>ii. <u>Include Appropriate and adequate provision of for car and cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into</u></li> </ul>						To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p><del>account the site's sustainable-accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></p> <p>iii. <del>Be supported by Aa</del> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>iv. <del>The development should make improvements to the quality of the</del><u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties;</u></p> <ul style="list-style-type: none"> <li><del>• Servicing areas should be accommodated within the site;</del></li> </ul> <p>v. <del>Incorporate An</del> effective access arrangements <del>to ensure highway</del><u>that are safety and suitable for all users;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p>vi. <del>Building heights should consider</del><u>Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no</u> adverse environmental effects in terms of micro-climate, wind, overshadowing <del>and, glare and light pollution;</del></p> <ul style="list-style-type: none"> <li><del>• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li><del>• The development should consider local and long distance views of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p>vii. <del>The</del><u>Include</u> storage of waste and recyclable materials <del>should be incorporated into</del><u>within the design of the building to the site to</u> minimise street clutter;</p> <p>viii. <del>The development should r</del><u>Retain</u> any trees of <u>demonstrable</u> amenity value; <u>and provide appropriate landscaping; including P</u>roportionate <del>on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p>	
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		<p>ix. <del>Due to the built up nature of the site and surrounding area</del> Have a design that mitigates impacts on surface water flooding should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <u>Flooding and water management</u> and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement;</p> <p><del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></p> <p>x. <del>Subject to technical feasibility and financial viability the development will be required to</del> Connect to <del>the an</del> existing or proposed <del>CHP district heating</del> network, unless it can be demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <u>subject to considerations of technical feasibility and financial viability</u>;</p> <p>xi. <del>Incorporate B</del> buildings <del>should be</del> designed to be adaptable or capable of being <del>adaptable adapted</del> to allow scope for changes to be made to meet the needs of the occupiers;</p> <p>xii. <del>Development to meet Incorporate</del> relevant sustainable construction requirements at the time of planning application <del>for the development of the site, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <p>xiii. Retain <u>the</u> electricity sub-station;</p> <p><del>xiv. 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</del> Provide a high standard of amenity for future users, <u>including any necessary mitigation in respect of the noise and air quality of the adjacent road;</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM52		<p><b><u>Reasoned Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>6. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness

MM53	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>		<b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS15 Sustainable economic development.			To ensure the effectiveness of the policy
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>	
		<b><u>UA12 Synergy House, 8 Church Street West, Woking, GU21 6DJ</u></b>	Through development management process and working in partnership with developers and land owners	900 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26	
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					
<b>Policy UA13: 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking GU21 6JT</b>							
MM54	New anticipated timescales and uses table (beginning of policy)	<b><u>Anticipated site yield</u></b>				<b><u>Anticipated timescale</u></b>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b><u>Residential</u></b> 125	<b><u>Retail</u></b>	<b><u>Office</u></b> 1,500SqM net (10,000SqM gross)	<b><u>Community Uses</u></b>	2024-2027	
MM55	Amended policy (whole policy)	<p>This 0.72 ha site is allocated for mixed use to comprise of residential, office, <u>community</u> and retail development.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <p>i. <u>Be of exceptional design quality and visually attractive at this prominent position as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context</u></p>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p><del>including Development to complement that of other Western Approach allocated sites to ensure effective integration of the development (see also Proposal Sites (UA11, UA12 and UA14) and the Victoria Square development;</del></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>ii. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>iii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 50% to be provided on site;</del></li> <li>iv. <del>Include A</del> appropriate and adequate provision <del>of for car and</del> cycle parking <del>and servicing within the site, taking into account the guidance of the</del> Parking Standards SPD; <del>that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></li> <li>v. <del>Accord with Core Strategy Policy CS19: Social and community infrastructure in terms of re-provision of community floorspace;</del> Relocation of the existing community floorspace should be sought;</li> <li>vi. <del>Be supported by A</del> Travel Plan to minimise car use of prospective occupants of the development;</li> <li>vii. <del>Be supported by a Detailed</del> Transport Assessment to <del>determine site specific transport assess the likely impacts of the development, and to inform appropriate mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;</del></li> <li>viii. <del>The development should make improvements to the quality of the</del> Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties;;</li> <li><del>• Servicing areas should be accommodated within the site;</del></li> <li>ix. <del>Incorporate An</del> effective access arrangements <del>to ensure highway that are safety and suitable for all users;</del></li> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul>	
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		<p>x. <del>Building heights should consider</del>Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, light pollution, overshadowing and glare. In particular, development will need to carefully consider the transition in building heights from 34 storeys at Victoria Square, to five storeys at Woking Fire Station/Greenwood House;</p> <ul style="list-style-type: none"> <li>• <del>Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to five storeys at Woking Fire Station/Greenwood House;</del></li> <li>• <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>• <del>The development should consider local and long distance views of the development;</del></li> <li>• <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>• <del>Buildings should be of exceptional design quality;</del></li> <li>• <del>Design of development to have regard to this prominent position and vibrancy at ground floor level;</del></li> <li>• <del>Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></li> </ul> <p>xi. <del>The Include</del> storage of waste and recyclable materials should be incorporated into within the design of the building to the site to minimise street clutter;</p> <p>xii. <del>The development should r</del>Retain any trees of demonstrable amenity value; and provide appropriate landscaping; including Pproportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <ul style="list-style-type: none"> <li>• <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p>xiii. <del>Be supported by a Detailed</del>The sSurface wWater dDrainage strategy Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement* submitted to support the redevelopment of the site should aim to be reduced to the</p>	
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		<p><del>pre-development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;</del></p> <p>xiv. <del>Subject to technical feasibility and financial viability the development will be required to connect to the an existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, -subject to considerations of technical feasibility and financial viability;</del></p> <p>• <del>The development should mitigate the impact of noise from the adjacent railway line to protect residential amenity;</del></p> <p>xv. <del>Avoid any impact, directly or indirectly. The development site will need to ensure it does not impede on the future widening of Victoria Arch Tunnel at Victoria Way which is an allocated infrastructure development (allocated site UA7);</del></p> <p>xvi. <del>Incorporate Buildings should be designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupiers - Lifetime homes will be encouraged for the residential element of the proposals scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p> <p>xvii. <del>Development to meet Incorporate 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 of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <p>xviii. <del>Consider 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 this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency and make provision for appropriate investigation would be required and any necessary remediation likely;</del></p> <p>xix. <del>Due to the proximity of the Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts caused by the adjacent 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 and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p> <p>xx. <del>Be supported by a detailed Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</del></p>	
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		<p><del>x-xxi. Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot.</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>	
MM56		<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p><u>2.</u> Any mixed use development on the site will need to include high quality office floorspace to replace the existing <u>floorspace</u>, as well as provide <u>ing</u> additional <u>office floorspace</u> 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). <u>There is also in-principle support to grant planning permission for mixed use redevelopment of the site, subject to an S106 Agreement being agreed. This proposal would see 560 dwellings permitted.</u></p> <p>...</p> <p><u>6.</u> 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, 1500SqM additional office floorspace (10,000SqM gross), <del>and retail</del> <u>and community</u> floorspace.</p> <p><del>There is in principle support to grant planning permission for a mixed use redevelopment of the site, subject to a S106 agreement being agreed. This proposal would see permission of 560 dwellings.</del></p> <p><u>7.</u> <u>Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site; and also with the Minerals Planning Authority in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, in accordance with Policy MC6 of the Surrey Minerals Plan.</u></p> <p><u>8.</u> <u>Proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitat Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed at: <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a>.</u></p> <p><u>9.</u> <u>The development would be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the</u></p>	In the interests of effectiveness

		<u>key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan unless material considerations indicate otherwise.</u>					
MM57	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development; CS19 Social and community infrastructure</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA13 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT</u></b>	Through <u>development management process and working in partnership with developers and land owners</u>	<u>125 net additional dwellings, 1,500 SqM net offices, community and retail uses by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office, community and retail uses</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b><u>Policy UA14: Poole Road Industrial Estate, Woking GU21 6EE</u></b>							
MM58	New anticipated timescales and uses table (beginning of policy)	<b><u>Anticipated site yield</u></b>			<b><u>Anticipated timescale</u></b>	To ensure consistency and effectiveness.	
		<b><u>Residential</u></b>	<b><u>Office</u></b>	<b><u>Warehousing</u></b>	<b><u>Energy Station</u></b>		<u>Up to 2027</u>
			<u>40,742SqM net (49,000SqM gross)</u>				
MM59	Amended policy (whole policy)	This 1.56 ha site is allocated for mixed use development to comprise of offices, warehousing and a new <del>E</del> energy <del>S</del> station. <u>An element of residential use, including Affordable Housing, will be supported if it</u>				To ensure that the policy is clearly written and	

		<p><u>does not result in an overall loss of employment floorspace and meets all other relevant requirements of the development plan.</u></p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of any residential development of the site on the Thames Basin Heaths Special Protection Area, should a residential element be proposed;</u></li> <li><u>ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, should a residential element be proposed;</u></li> <li><u>i.iii. <del>Development of</del> Ensure that individual component parts of the site <del>to</del> complement others within the overall estate, to <del>enable</del> ensure effective integration of the development;</u></li> <li><u>ii.iv. <del>Include A</del> appropriate and adequate provision <del>of for car and</del>, cycle parking <del>and servicing within the site, taking into account the guidance of the p</del> Parking s Standards SPD; <del>that takes into account the site's sustainable accessible location, and will not compromise on</del> the need to avoid adverse highway safety effects;</u></li> <li><u>iii.v. <del>Be supported by A</del> Travel Plan to minimise car use of prospective occupants of the development;</u></li> <li><u>iv.vi. <del>Be supported by a Detailed</del> Transport Assessment to <del>determine site specific transport assess</del> the likely impacts of the development, and to inform appropriate mitigation; <del>measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;</del></u></li> <li><u>v.vii. <del>The development should make improvements to the quality of the</del> Create an attractive, welcoming and distinctive public realm that improves the arrival experience to the Town Centre, with ground floors that directly address the street;;</u></li> <li><ul style="list-style-type: none"> <li><u>• <del> Servicing areas should be accommodated within the site;</del></u></li> </ul></li> <li><u>vi.viii. <del>Incorporate A</del> n effective access arrangements <del>to ensure highway</del> that are safety and suitable for all users;</u></li> <li><u>vii.ix. <del>Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and b</del> Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that</u></li> </ul>	<p>unambiguous and that unnecessary duplication is avoided in the interests of effectiveness</p>
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		<p><u>maximise the use of the site while reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing</u> <del>that enhances the</del> local character;</p> <p><del>viii.x.</del> 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;</p> <ul style="list-style-type: none"> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p><del>xi.</del> <u>Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, light pollution, overshadowing and glare</u></p> <p><del>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;</del></p> <ul style="list-style-type: none"> <li><del>• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li><del>• The development should mitigate the impact of noise from the adjacent railway line;</del></li> <li><del>• The development should consider local and long distance views of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>xii.</del> <u>The</u> <del>Include</del> storage of waste and recyclable materials <del>should be incorporated into</del> <u>within the design of the building to the site to</u> minimise street clutter;</p> <p><del>xiii.</del> <del>The development should</del> <u>Retain any trees of demonstrable amenity value; and provide appropriate landscaping; including</u> <del>Proportionate on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <p><del>xiv.</del> <del>Due to the built up nature of the site and surrounding area</del> <u>Have a design that mitigates impacts on surface water flooding should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement;</u></p>	
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		<p><del>iv.xv. Consider potential wastewater network capacity constraints in this area and the impact of development on the wastewater network;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>v.xvi. Subject to technical feasibility and financial viability the development will be required to connect to the an existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability; and provide a new Energy Station (see the Climate Change SPD for guidance and contacts);</del></p> <p><del>ii.xvii. Incorporate Buildings should be designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupiers – any residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p> <p><del>xviii. Development to meet Incorporate 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 of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <ul style="list-style-type: none"> <li><del>• The site could come forward for development as part of any future development of the former Goldsworth Arms Public House (Proposal Site UA8);</del></li> </ul> <p><del>ii.xix. Consider 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 this the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency and make provision for appropriate investigation and necessary remediation would be required;</del></p> <p><del>xx. 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 Provide a high standard of amenity for future users including any necessary mitigation in respect of noise and air quality;</del></p> <p><del>x.xxi. Avoid impacts, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot.</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p>	
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MM60		<p>Footnote x: <a href="http://www.woking2027.info/supplementary/sudsadvice">The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice</a></p> <p><b>Reasoned <u>j</u>Justification and Supporting Text:</b></p> <ol style="list-style-type: none"> <li>1. The wider site <del>is a</del> reflects the designated <del>e</del>Employment <del>a</del>Area of the Core Strategy – with the <del>exception of the newly completed Fire Station - and comprises</del>made up of smaller sites of predominantly one and two storey commercial warehouse units <del>that make up the industrial estate</del>. 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. <del>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 redeveloping this important employment site. There is also scope for the site to come forward for development as part of any future development of the former Goldsworth Arms Public House (allocation site UA8).</del></li> <li>2. Although the site is not within Woking Town Centre, it is in close proximity <u>to it</u> 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. <u>It is anticipated that the site could yield at least 49,000SqM (gross) office and/or warehousing floorspace, as well as a new Energy Station as identified in the Infrastructure Delivery Plan, to facilitate expansion of the existing energy network in the Town Centre. In accordance with Core Strategy Policy CS15: Sustainable economic development, a redevelopment proposal which includes an element of residential use will be supported if it does not result in an overall loss of employment floorspace anticipated to be delivered on the site to meet the requirements of the Core Strategy.</u></li> <li>3. The corner of the site located at the roundabout on Goldsworth Road forms part of the western approach into the Town Centre. Any development at this location should contribute towards enhancing this gateway and respect the scale of development located along Goldsworth Road.</li> </ol> <p><del>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.</del></p> <p><del>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).</del></p> <p><del>The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Fire Station site which has recently been completed.</del></p>	In the interests of effectiveness
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		<p>It is anticipated that the site could yield an energy station and at least 49,000 sqm (gross) office and/or warehousing floorspace.</p> <p>4. <u>Early assessment has identified potential wastewater network capacity constraints in this area. Proposals for development would greatly benefit from early engagement with the statutory water and sewerage undertaker for Woking to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application; with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and also with the Minerals Planning Authority in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6.</u></p> <p>5. <u>The development may be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				
MM61	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development, CS16 Infrastructure Delivery.</u>			To ensure the effectiveness of the policy
<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>		
<b><u>UA14 Poole Road Industrial Estate, Woking, GU21 6EE</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>40,742 SqM net office/warehousing, and an energy station by end of 2026/27. There is potential for net additional dwellings, as long as this does not result in an overall loss of employment floorspace.</u>	<u>Area of floorspace (SqM, net) for office and warehousing use</u>  <u>A new energy station</u>  <u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>	<u>2025/26</u>		

					<u>Size and type of new dwellings completed by location</u>										
<p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>															
<p><b>Policy UA15: The Big Apple American Amusements Ltd, H. G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking GU21 5AJ</b></p>															
MM62	New anticipated timescales and uses table (beginning of policy)	<p><b><u>Anticipated site yield</u></b></p> <table border="1"> <thead> <tr> <th><u>Residential</u></th> <th><u>Community Uses</u></th> <th><u>Retail</u></th> <th><u>Office</u></th> </tr> </thead> <tbody> <tr> <td><u>67</u></td> <td><u>Re-provision of community/cultural and entertainment floorspace</u></td> <td></td> <td><u>Re-provision of existing office floorspace</u></td> </tr> </tbody> </table>				<u>Residential</u>	<u>Community Uses</u>	<u>Retail</u>	<u>Office</u>	<u>67</u>	<u>Re-provision of community/cultural and entertainment floorspace</u>		<u>Re-provision of existing office floorspace</u>	<b><u>Anticipated timescale</u></b> <u>2022-2023</u>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Residential</u>	<u>Community Uses</u>	<u>Retail</u>	<u>Office</u>												
<u>67</u>	<u>Re-provision of community/cultural and entertainment floorspace</u>		<u>Re-provision of existing office floorspace</u>												
MM63	Amended policy (whole policy)	<p>This 0.69 ha site is allocated for a mixed use scheme to comprise community, leisure, offices, retail and residential including Affordable Housing.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>i. <del>Development of</del><u>Ensure that</u> individual parts of the site <del>to</del> complement others within the site area, to <del>enable</del><u>ensure</u> effective integration of the development;</li> <li>ii. <u>Accord with Core Strategy Policy CS19: Social and community infrastructure – and in particular to re-provide community, cultural and entertainment floorspace of an area equivalent to that accommodated by the existing conferencing facilities at the</u><del>Re-provision of the existing conference facility is a prerequisite of redevelopment of this</del> site;</li> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>iii. <del>Contribut</del><u>one</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>iv. <del>Contribut</del><u>ione</u> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 50% to be provided on site;</del></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness								

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|  |  | <p>v. <del>Include A appropriate and adequate provision of for car and, cycle parking and servicing within the site, taking into account the guidance of the pParking sStandards SPD; that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects. Parking could be underground or extension of the adjoining multi-storey;</del></p> <p>vi. <del>Be supported by Aa Travel Plan to minimise car use of prospective occupants of the development;</del></p> <p>vii. <del>Be supported by a Detailed Transport Assessment to determine site specific transport assess the likely impacts of the development, and to inform appropriate mitigation; measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;</del></p> <p>viii. <del>The development should make improvements to the quality of the Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;:</del></p> <ul style="list-style-type: none"> <li>• <del>Serviceing areas should be accommodated within the site;</del></li> </ul> <p>ix. <del>Incorporate An effective access arrangements to ensure highway that are safety and suitable for all users;</del></p> <p>x. <del>Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and bBe of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that maximise the use of the site while reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing that enhances the local character;</del></p> <ul style="list-style-type: none"> <li>• <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p>xi. <del>Building Be of a heights should consider informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing, light pollution and glare;</del></p> <ul style="list-style-type: none"> <li>• <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>• <del>The development should consider local and long distance views of the development;</del></li> </ul> <p>xii. <del>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation; CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings Development should protect and enhance the</del></p> |  |
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		<p>character of the adjacent Town Centre Conservation Area, its setting and nearby locally listed buildings;</p> <ul style="list-style-type: none"> <li>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</li> <li>• Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</li> </ul> <p>xiii. <del>The</del> <u>Include</u> storage of waste and recyclable materials <del>should be incorporated into</del> <u>within the design of the building to the site to</u> minimise street clutter;</p> <p>xiv. <del>The development should</del> <u>Retain</u> any trees of <u>demonstrable</u> amenity value; <u>and provide appropriate landscaping; including</u> <del>Proportionate on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <p><del>xv.</del> <u>Due to the built up nature of the site and surrounding area</u> <u>Have</u> a design that mitigates impacts on surface water flooding <del>should be mitigated in the design of the development and</del> <u>incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement</u>;</p> <ul style="list-style-type: none"> <li>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</li> </ul> <p><del>v.xvi.</del> <u>Subject to technical feasibility and financial viability the development will be required to</u> <del>e</del> <u>Connect to the an</u> existing or proposed <del>CHP district heating</del> network, unless it can be demonstrated that a better alternative for reducing carbon emissions <del>from the development</del> can be achieved, <u>subject to considerations of technical feasibility and financial viability</u>;</p> <p><del>i.xvii.</del> <u>Incorporate</u> <del>B</del> buildings <del>should be</del> designed to be adaptable or capable of being adapted <del>able</del> to allow scope for changes to be made to meet the needs of <del>the occupiers</del> - <u>Lifetime homes will be encouraged for</u> the residential element of the <del>development scheme should incorporate</del> 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p><del>xviii.</del> <u>Development to meet</u> <u>Incorporate</u> relevant sustainable construction requirements at the time of planning application <del>for the development of the site,</del> <u>including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD</u>;</p> <p><del>ii.xix.</del> <u>Consider</u> <del>C</del> current or historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent</del></p>	
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		<p><del>on detailed proposals and consultation with Environmental Health and the Environment Agency. Limited and make provisions for appropriate investigation and any necessary remediation. Limited investigation</del> required dependent upon the sensitivity of the proposed use(s);</p> <p><del>ix.xx. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts caused by. 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, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM64		<p><b>Reasoned <del>j</del>Justification and Supporting Text:</b></p> <ol style="list-style-type: none"> <li><del>1.</del> 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.</li> <li><del>2.</del> The site is currently a collection of buildings including <del>an</del> entertainment arcade (The Big Apple), retail <del>units</del> (Chertsey Road), and <del>the</del> HG Wells Conference Centre <del>within the Town Centre</del>. It comprises a mixture of <del>buildings, from both</del> bulky buildings <del>to and</del> smaller two storey units. <del>Some are, some of which are</del> vacant, including the former Rat and Parrot Public House. <del>Potential exists</del> There is an opportunity to regenerate this currently underutilised area <del>for via</del> a mixed use redevelopment scheme including leisure, offices, retail and residential <del>uses</del>. <del>The expectation is that individual parts of the site will complement one another to ensure effective integration, enhancement and sustainable development of the entire area, maximising the benefits of developing this important Town Centre site.</del></li> <li><del>3.</del> <del>Redevelopment of the site offers the opportunity to upgrade this currently underutilised area. Development would need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to: The site is adjacent to the adjacent</del> Town Centre Conservation Area and <del>the adjacent</del> locally listed buildings (O'Neill's Public House, <del>Chobham Road</del>26 Chertsey Road, 23-33 Chertsey Road and 35 - 41 Chertsey Road) <del>therefore the design should respect and enhance the historic environment.</del></li> </ol> <p><del>It may be possible to re-provide the existing conference facility at HG Wells to serve the hotel permitted within the Victoria Square Development however it is too early to confirm this at this time.</del></p>	In the interests of effectiveness

		<p><del>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.</del></p> <p><del>The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.</del></p> <p><u>4.</u> 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 <del>at</del> <del>and</del> <del>as</del> <del>part</del> <del>of</del> <del>the</del> <del>Core</del> <del>Strategy</del> <del>Examination</del> <del>and</del> <del>supported</del> <del>to</del> <del>be</del> <del>achievable</del> <del>considered</del> <del>to</del> <del>be</del> <del>reasonable</del>. <u>The NPPF sets out that planning policies should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities. Accordingly, the re-provision of floorspace to accommodate entertainment, cultural and community uses is necessary to ensure that a number of existing operators, which contribute to the Town Centre’s diverse economy and support its vitality, can continue and are not left without a home. Applicants will be expected to provide evidence that they have consulted with existing community users in accordance with Policy CS19: Social and community infrastructure.</u></p> <p><u>5.</u> <u>Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site</u></p> <p><u>6.</u> <u>Development of the site will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				
MM65	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development; CS19 Social and community infrastructure.</u></p>			To ensure the effectiveness of the policy
<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>		

		<p><b><u>UA15 The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ</u></b></p>	<p><u>Through development management process and working in partnership with developers and land owners</u></p>	<p><u>67 net additional dwellings, retail use, re-provision of entertainment, cultural and community uses, and re-provision of existing office floorspace by end of 2022/23</u></p>	<p><u>Net additional dwellings completed</u></p> <p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p> <p><u>Area of floorspace (SqM, net) for office, retail, and community and leisure uses</u></p>	<p><u>2025/26</u></p>	
<p><b><u>Potential action depending on monitoring outcomes may include:</u></b>  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>							
<p><b>Policy UA16: Chertsey House, 61 Chertsey Road, Woking GU21 5BN</b></p>							
MM66	New anticipated timescales and uses table (beginning of policy)	<p><b><u>Anticipated site yield</u></b></p> <p><b><u>Office</u></b></p> <p><u>740SqM net (1,000SqM gross)</u></p>		<p><b><u>Anticipated timescale</u></b></p> <p><u>Up to 2027</u></p>		<p>In the interests of consistency and effectiveness.</p>	
MM67	Amended policy (whole policy)	<p>This 0.12 ha site is allocated for office development.</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>• <del>Community Infrastructure Levy towards infrastructure provision;</del></u></li> <li><u>i. <del>Include A</del> appropriate and adequate provision of for car and, cycle parking and servicing within the site, taking into account the guidance of the <del>p</del>Parking <del>s</del>Standards <del>SPD</del>; that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects. <del>Parking could be underground or extension of the adjoining multi-storey;</del></u></li> </ul>					<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness</p>

		<p>ii. <u>Be supported by Aa</u> Travel Plan to minimise car use of prospective occupants of the development;</p> <p>iii. <u>Create an attractive, welcoming and distinctive</u><del>The development should make improvements to the quality of the public realm which improves the arrival experience to the Town Centre from Chertsey Road, and provide ground floors that directly address the street, within elevations that respect adjacent properties;</del><del>including cycle parking facilities;</del></p> <ul style="list-style-type: none"> <li>● <del>— Servicing areas should be accommodated within the site;</del></li> </ul> <p>iv. <u>Incorporate An effective access arrangements</u><del>to ensure highway</del><u>that are safety and suitable for all users;</u></p> <ul style="list-style-type: none"> <li>● <del>— 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;</del></li> <li>● <del>— Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul> <p>v. <u>Building Be of a heights should consider</u><u>informed by</u> the local and wider Town Centre context <u>taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no</u> adverse environmental effects in terms of micro-climate, wind, overshadowing, <u>light pollution</u> and glare;</p> <ul style="list-style-type: none"> <li>● <del>— Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>● <del>— The development should consider local and long distance views of the development;</del></li> </ul> <p>vi. <u>Buildings should be</u><u>Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u></p> <ul style="list-style-type: none"> <li>● <del>— Development should improve the arrival experience to the Town Centre from Chertsey Road;</del></li> <li>● <del>— Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>● <del>— Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;</del></li> </ul>	
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- vii. ~~The~~ Include storage of waste and recyclable materials ~~should be incorporated into within the design of the building to the site to~~ minimise street clutter;
- viii. ~~The development should r~~Retain any trees of demonstrable amenity value; and provide appropriate landscaping; including Pproportionate ~~on-site~~ measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- ix. ~~Due to the built up nature of the site and surrounding area~~ Have a design that mitigates impacts on surface water flooding ~~should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement~~;
- ~~Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;~~
- ix.x. ~~Subject to technical feasibility and financial viability the development will be required to e~~Connect to ~~the an~~ existing or proposed CHP district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions ~~from the development~~ can be achieved, ~~subject to considerations of technical feasibility and financial viability~~;
- x.xi. ~~Incorporate B~~buildings ~~should be~~ designed to be adaptable or capable of being adaptable adapted to allow scope for changes to be made to meet the needs of the occupiers;
- xi.xii. ~~Development to meet Incorporate~~ 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 of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD~~;
- xiii. ~~Consider current or H~~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 the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency, and make provision for appropriate h~~investigation ~~would be and any necessary, which might lead to a need for remediation, dependent upon the development uses and building design~~;
- ii.xiv. ~~Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;~~  
  
~~Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.~~

Footnote x: The guidance note can be accessed at [www.woking2027.info/supplementary/sudsadvice](http://www.woking2027.info/supplementary/sudsadvice)

MM68	Reasoned justification	<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>4. Proposals for development of UA16 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>5. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				In the interests of effectiveness																				
MM69	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th data-bbox="555 507 786 596"><u>Monitoring</u></th> <th colspan="4" data-bbox="786 507 1778 596"><u>Key Core Strategy policy monitoring indicators:</u> CS2 Woking Town Centre; CS15 Sustainable economic development.</th> </tr> <tr> <th data-bbox="555 596 786 756"><u>Policy</u></th> <th data-bbox="786 596 1061 756"><u>How will the policy be delivered?</u></th> <th data-bbox="1061 596 1279 756"><u>Anticipated rate of delivery</u></th> <th data-bbox="1279 596 1496 756"><u>How will the policy be monitored?</u></th> <th data-bbox="1496 596 1778 756"><u>Key dates to trigger potential action if there is significant under-provision</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="555 756 786 979"><u>UA16 Chertsey House, 61 Chertsey Road, Woking, GU21 5BN</u></td> <td data-bbox="786 756 1061 979">Through development management process and working in partnership with developers and land owners</td> <td data-bbox="1061 756 1279 979">740 SqM net offices by end of 2026/27</td> <td data-bbox="1279 756 1496 979">Area of floorspace (SqM, net) for office use</td> <td data-bbox="1496 756 1778 979">2025/26</td> </tr> <tr> <td colspan="5" data-bbox="555 979 1778 1075"><u>Potential action depending on monitoring outcomes may include:</u> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</td> </tr> </tbody> </table>				<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS2 Woking Town Centre; CS15 Sustainable economic development.				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	<u>UA16 Chertsey House, 61 Chertsey Road, Woking, GU21 5BN</u>	Through development management process and working in partnership with developers and land owners	740 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26	<u>Potential action depending on monitoring outcomes may include:</u> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					To ensure the effectiveness of the policy
<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS2 Woking Town Centre; CS15 Sustainable economic development.																									
<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>																						
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<b>Policy UA17: Griffin House, West Street, Woking, GU21 6BS</b>																										
MM70	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>		<u>Anticipated timescale</u>		In the interests of consistency and effectiveness.																				
		<u>Office</u>		<u>Up to 2027</u>																						
		<u>1,000SqM net (1,700SqM gross)</u>																								
MM71	Amended policy (whole policy)	This 0.08 ha site is allocated for office development.				To ensure that the policy is clearly written and unambiguous and																				

		<p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements: Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>i. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u></li> <li><u>ii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></li> <li><u>iii. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, glare and light pollution;</u></li> <li><u>i.iv. <del>Appropriate and adequate</del> Include appropriate provision for <del>car and cycle</del> car, cycle parking and servicing, within the site in accordance with the adopted car and cycle parking standards but that <del>take</del> taking into account the guidance of the Parking Standards SPD; the site's sustainable accessible location and <del>will not compromise on</del> the need to avoid adverse highway safety effects;</u></li> <li><u>ii.v. Be supported by a</u> Travel Plan to minimise car use of prospective occupants of the development; <ul style="list-style-type: none"> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> </ul> </li> <li><u>iii.vi. An Incorporate effective access arrangements to ensure highway safety that are safe and suitable for all users;</u> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li><del>• 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;</del></li> </ul> </li> </ul>	<p>that unnecessary duplication is avoided in the interests of effectiveness</p>
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		<ul style="list-style-type: none"> <li>• <del>Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li>• <del>The development should consider local and long distance views of the development;</del></li> <li>• <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>• <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>iv.vii. The Include</del> storage of waste and recyclable materials <del>should be incorporated into the design of the building within the site</del> to minimise street clutter;</p> <p><del>v.viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including Proportionate proportionate</del> on-site measures to support the creation, protection, enhancement and management of local biodiversity and <del>Green Infrastructuregreen infrastructure</del>;</p> <p><del>vi. The development should retain any trees of amenity value;</del></p> <p><del>vii.ix. Due to the built up nature of the site and surrounding</del>Have a design that mitigates impacts on area surface water flooding <del>should be mitigated in the design of the developmentand incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement</del>;</p> <ul style="list-style-type: none"> <li>• <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>viii.x. Subject to technical feasibility and financial viability the development will be required to connect to</del>Connect to an <del>the</del> existing or proposed <del>GHP district heating</del> network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, <del>subject to considerations of technical feasibility and financial viability</del>;</p> <p><del>ix.xi. Building(s) should be</del>Incorporate buildings designed to be adaptable or capable of being <del>adaptable adapted</del> to allow scope for changes to be made to meet the needs of the occupier;</p> <p><del>xii. Development to meet</del>Incorporate relevant sustainable construction requirements at the time of planning application <del>including the achievement of BREEAM 'Very Good' standards for any buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPDfor the development of the site</del>;</p> <p><del>x.xiii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;</del></p>	
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		<ul style="list-style-type: none"> <li><del>The site could come forward for development as part of any future development of adjacent Concord House (see Proposal Site UA18);</del></li> </ul> <p>ki.xiv. <del>Design of development to have regard to Grade II listed building and its setting</del> <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>											
MM72	Reasoned Justification (Paragraph 2 onwards)	<p><b>Reasoned justification</b><u>Justification and Supporting Text:</u></p> <p>...</p> <p>2. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Grade II Listed Building (Christ Church)</u></p> <p>3. <u>It is anticipated that the site could yield at least 1000 sqm office floorspace (1700 sqm gross) and could come forward for development alongside Proposal Site UA18 as part of a comprehensive redevelopment. <del>Due to the close proximity of Christ Church (Grade II Listed), any development must have regard to the heritage asset and its setting.</del></u></p> <p>4. <u>Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness										
MM73	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><u>Monitoring</u></td> <td colspan="4"><u>Key Core Strategy policy monitoring indicators:</u> <u>CS2 Woking Town Centre; CS15 Sustainable economic development.</u></td> </tr> <tr> <td><u>Policy</u></td> <td><u>How will the policy be delivered?</u></td> <td><u>Anticipated rate of delivery</u></td> <td><u>How will the policy be monitored?</u></td> <td><u>Key dates to trigger potential action if there is significant under-provision</u></td> </tr> </table>	<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> <u>CS2 Woking Town Centre; CS15 Sustainable economic development.</u>				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	To ensure the effectiveness of the policy
<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> <u>CS2 Woking Town Centre; CS15 Sustainable economic development.</u>												
<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>									

		<u>UA17: Griffin House, West Street, Woking, GU21 6BS</u>	Through development management process and working in partnership with developers and land owners	1,000 SqM net offices by end of <u>2026/27</u>	<u>Area of floorspace (SqM, net) for office use</u>	<u>2025/26</u>	
<p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>							
<b>Policy UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ</b>							
MM74	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		<b>Anticipated timescale</b>			
		<b>Office</b>		<u>Up to 2027</u>			
		800SqM net (1,800SqM gross)					
MM75	Amended policy (whole policy)	<p>This 0.1 ha site is allocated for office development.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>i. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u></li> <li><u>ii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties and a design that addresses the corner location;</u></li> <li><u>iii. Be of a height informed by local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of microclimate, wind, overshadowing, glare and light pollution;</u></li> <li><u>i.iv. Include <del>Appropriate and adequate</del>appropriate provision of car, <del>and</del>cycle parking and servicing, within the site <del>in accordance with the adopted car and cycle parking standards but that takes</del></u></li> </ul>					<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness</p>

		<p><u>taking into account the guidance of the Parking Standards SPD; the site's sustainable-accessible location and will not compromise on the need to avoid adverse highway safety effects;</u></p> <p><del>ii.v. A Be supported by a</del> Travel Plan to minimise car use of prospective occupants of the development;</p> <ul style="list-style-type: none"> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> </ul> <p><del>iii.vi. An Incorporate</del> effective access arrangements <u>to ensure highway safety that are safe and suitable for all users;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li><del>• 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;</del></li> <li><del>• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;</del></li> <li><del>• The development should consider local and long distance views of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>iv.vii. The Include</del> storage of waste and recyclable materials <u>within the site should be incorporated into the design of the building</u> to minimise street clutter;</p> <p><del>v.viii. Make provision for landscaping and include Proportionate on-site proportionate</del> measures to support the creation, protection, enhancement and management of local biodiversity and <del>Green Infrastructure</del> <u>green infrastructure;</u></p> <p><del>vi.ix. Due to the built up nature of the site and surrounding area</del> <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the</u></p>	
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		<p><del>Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>; should be mitigated in the design of the development;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>vii.x. Subject to technical feasibility and financial viability the development will be required to connect <u>Connect</u> to the <del>an</del> existing or proposed <u>CHP district heating</u> network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, <u>subject to considerations of technical feasibility and financial viability</u>;</del></p> <p><del>viii.xi. Building(s) should be <u>incorporate buildings</u> designed to be adaptable or capable of being <u>adaptable-adapted</u> to allow scope for changes to be made to meet the needs of the occupier;</del></p> <p><del>xii. Development to meet <u>incorporate</u> relevant sustainable construction requirements at the time of planning application <u>including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction</u> and taking into account the <u>Climate Change SPD</u>; <del>for the development of the site;</del></del></p> <p><del>x.xiii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;</del></p> <ul style="list-style-type: none"> <li><del>• Opportunity for the development design to address this corner location;</del></li> <li><del>• The site could come forward for development as part of any future development of adjacent Griffin House (see Proposal Site UA17);</del></li> </ul> <p><del>x.xiv. Design of development to have regard to the adjacent <u>Grade II listed building</u>; <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings.</u></del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM76	Reasoned Justification	<p><del>Reasoned <b>justification</b></del><b>Justification and Supporting Text:</b></p> <p><del>1. 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. <del>The site lies opposite Christ Church, a Grade II listed building, and therefore the site would require careful design.</del></del></p>	In the interests of effectiveness

		<p><u>2.</u> Development would also need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Grade II Listed Building (Christ Church).</p> <p><u>3.</u> It is anticipated that the site could yield at least 800 sqm office floorspace (1800 sqm gross) and could come forward for development alongside Proposal Site UA17 as part of a comprehensive redevelopment.</p> <p><u>4.</u> Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</p>																					
MM77	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b><u>Monitoring</u></b></td> <td colspan="4"><b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS15 Sustainable economic development.</td> </tr> <tr> <td><b><u>Policy</u></b></td> <td><b><u>How will the policy be delivered?</u></b></td> <td><b><u>Anticipated rate of delivery</u></b></td> <td><b><u>How will the policy be monitored?</u></b></td> <td><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></td> </tr> <tr> <td><b><u>UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ</u></b></td> <td><u>Through development management process and working in partnership with developers and land owners</u></td> <td><u>800 SqM net offices by end of 2026/27</u></td> <td><u>Area of floorspace (SqM, net) for office use</u></td> <td><u>2025/26</u></td> </tr> <tr> <td colspan="5"><b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></td> </tr> </table>	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> CS2 Woking Town Centre; CS15 Sustainable economic development.				<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>	<b><u>UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>800 SqM net offices by end of 2026/27</u>	<u>Area of floorspace (SqM, net) for office use</u>	<u>2025/26</u>	<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					To ensure the effectiveness of the policy
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<b>Policy UA19: Timber Yard, Arthurs Bridge Road/Horsell Moor, Woking, GU21 4NQ</b>																							
MM78	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <tr> <td><b><u>Anticipated site yield</u></b></td> <td><b><u>Anticipated timescale</u></b></td> </tr> <tr> <td><b><u>Residential</u></b></td> <td><u>2025-2027</u></td> </tr> <tr> <td><u>67</u></td> <td></td> </tr> </table>	<b><u>Anticipated site yield</u></b>	<b><u>Anticipated timescale</u></b>	<b><u>Residential</u></b>	<u>2025-2027</u>	<u>67</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).													
<b><u>Anticipated site yield</u></b>	<b><u>Anticipated timescale</u></b>																						
<b><u>Residential</u></b>	<u>2025-2027</u>																						
<u>67</u>																							
MM79	Amended policy (whole policy)	This 0.83 ha site is allocated for residential development, including Affordable Housing.		To ensure that the policy is clearly written and unambiguous and																			

		<p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements. Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iii. <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units and strong boundary treatments;</u></li> <li>iv. <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties (particularly 68-71 Horsell Moor) and are sensitively designed in respect to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;</u></li> <li>v. <u>Be of a height informed by the local context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> <li>ii.vi. <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts caused by proximity to the road, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></li> <li>iii.vii. <del>Appropriate and adequate</del><u>Include appropriate provision for car, and cycle parking and servicing within the site in accordance with the adopted car and cycle parking standards but that takes taking into account the guidance of the Parking Standards SPD; the site's accessible/sustainable location and will not the need to avoid compromise on adverse highway safety effects;</u></li> <li>v.viii. <del>A</del><u>Be supported by a</u> Travel Plan to minimise car use of prospective occupants of the development;</li> <li>• <del>The development should make improvements to the quality of the public realm;</del></li> </ul>	<p>that unnecessary duplication is avoided in the interests of effectiveness</p>
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● ~~Service areas should be accommodated within the site;~~

~~v.ix. An Provide effective access arrangements that are safe and suitable for all users to ensure highway safety;~~

● ~~Building elevations should respect adjoining properties (particularly adjacent 68-71 Horsell Moor), provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;~~

● ~~Suitable levels of private amenity space should be provided for residential housing units;~~

● ~~The scale of the development should not detract from the general character and appearance of surrounding streets;~~

● ~~Design to sensitively address this prominent site; development must provide well-designed frontages to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;~~

● ~~Strong boundary treatments should be designed into the development to respect and enhance local character;~~

● ~~Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;~~

● ~~Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;~~

● ~~The development should consider local and long distance views of the development;~~

● ~~Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;~~

● ~~Density of development should maximise the efficient use of the site without compromising the general character of the area;~~

~~vi.x. The Include storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter; within the site to minimise street clutter;~~

~~vii.xi. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide appropriate landscaping, including Proportionate proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure green infrastructure, with particular regard to the Basingstoke Canal;~~

● ~~The development should retain any trees of amenity value and protect trees adjacent to the site boundary;~~

		<ul style="list-style-type: none"> <li>● <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li>● <del>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;</del></li> </ul> <p><del>xii.</del> <u>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 Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water flood maps. This should demonstrate should be submitted with a planning application which demonstrates the existing -and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. The assessment should take into account the most up to date climate change projections;</u></p> <p><del>iii.</del><u>xiii.</u> <u>Be supported by a Detailed Surface Water Drainage Design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</u></p> <ul style="list-style-type: none"> <li>● <del>Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;</del></li> </ul> <p><del>x.</del><u>xiv.</u> <u>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; Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</u></p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> </ul> <p><del>xv.</del> <u>Development to meet Incorporate relevant sustainable construction requirements at the time of planning application for the development of the site in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u></p>	
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		<p><del>xvi.</del> Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</p> <p><del>xvii.</del> <del>An Be supported by an Archaeological Assessment will be required as set out in Core Strategy in accordance with</del> Policy CS20: <i>Heritage and conservation</i>;</p> <p><del>xviii.</del> Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i></p> <p>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</p> <p>Footnote x: The guidance note can be accessed at: <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>			
MM80	Reasoned Justification	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p>4. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Basingstoke Canal Conservation Area.</u></p> <p>5. <u>Proposals for development of UA19 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to <del>insist</del> assist with investigations related to former contaminative uses of the site.</u></p> <p>6. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>7. <u>It is anticipated that the site could yield at least 67 dwellings. This indicative residential capacity of the site has been subject to scrutiny <del>at a</del> <del>as part of the Core Strategy</del> Examination (as part of the Strategic Housing Land Availability Assessment) and <del>supported to be achievable</del> <u>considered to be reasonable.</u></u></p> <p>8. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness		
MM81	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td><b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>				

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	
		<u>UA19 Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>67 net additional dwellings by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>	<u>2025/26</u>	
<u>Potential action depending on monitoring outcomes may include:</u> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>							
<b>Policy UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way &amp; Laburnum Road (Barnsbury sites 1 &amp; 2), Barnsbury Farm Estate, Woking, GU22 0BN</b>							
MM82	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u> <u>Residential</u> <u>55</u>		<u>Anticipated timescale</u> <u>Start by 2027</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
MM83	Amended policy (whole policy)	<p>This 1.9 ha site, which comprises of 1.1 ha. 'Barnsbury 1' and 0.8 ha. 'Barnsbury 2', is allocated for residential development including Affordable Housing.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• The site could come forward for development as part of any future development of the other Barnsbury Estate site (see Proposal Site UA21);</del></li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</p> <ul style="list-style-type: none"> <li>• <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>• <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy; <del>in this case 50% to be provided on site;</del></p> <p>iii. <del>Suitable for low density family housing. Potentially to include community facility and retail units on site to serve residential development and replace existing if part of the development;</del><u>Ensure that town centre and social and community uses within the existing shopping parade are retained or replaced in accordance with Policies CS4: <i>Local and neighbourhood centres and shopping parades</i> and CS19: <i>Social and community infrastructure</i>;</u></p> <ul style="list-style-type: none"> <li>• <del>Major highways improvements are likely to be required;</del></li> <li>• <del>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;</del></li> </ul> <p>iv. <del>Provide low-density family housing that is of a high design quality and visually attractive as a result of good architecture, including building elevations should that respect adjoining adjacent properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;</del></p> <p><del>iv-v.</del> <u>Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments</u></p> <p><del>v-vi.</del> <u>Be of a The scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to should not detract from the general prevailing local character and appearance of surrounding streets- including strong boundary treatments;</u></p> <ul style="list-style-type: none"> <li>• <del>Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> </ul> <p>vii. <u>Be supported by a Transport Statement to assess the likely impacts of the development, and to inform appropriate mitigation. In particular, this should consider the likely necessity of major highways improvements;</u></p>	
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|  |  | <p><u>viii. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;</u></p> <p><u>ix. Provide effective access arrangements that are safe and suitable for all users. In particular, access drives to back garden or back land sites must be suitably located away from the existing residential dwellings to avoid noise and visual disruption;</u></p> <p><u>vi.x. The development should retain Retain any trees of amenity value, (and protect trees adjacent to the site boundary,); and provide landscaping including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</u></p> <ul style="list-style-type: none"> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> </ul> <p><u>xi. Provide a Flood Risk Assessment (in accordance with Policy CS9: <i>Flooding and water management</i> of the Core Strategy). The assessment should take into account the most up to date climate change projections;</u></p> <p><u>xii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a <i>Surface Water Drainage Statement</i>;</u></p> <p><u>xiii. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the <i>Climate Change SPD</i>;</u></p> <p><u>xiv. Incorporate 'Optional requirement M4(2):C Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <p><u>ii.xv. Current Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation; may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;</u></p> <p><u>ii.xvi. An Be supported by an archaeological assessment will be required as set out in Core Strategy in accordance with Policy CS20: <i>Heritage and conservation</i>;</u></p> <ul style="list-style-type: none"> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> |  |
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		<ul style="list-style-type: none"> <li>• <del>Flood Risk Assessment and suitable scheme design to address flood risk, in line with Policy CS9;</del></li> <li>• <del>A Transport Statement may be required to assess likely transport impacts;</del></li> <li>• <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p>Footnote x: The guidance note can be accessed at: <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>											
MM84	Reasoned Justification (Paragraph 5 onwards)	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p><u>5. The site could come forward for development as part of any future development of the other Barnsbury Estate site (see allocation site UA21).</u></p> <p><u>6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change. Proposals for development of UA20 would also greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>7. 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 <del>at an</del>as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and <del>supported to be achievable</del>considered to be reasonable.</u></p> <p><u>8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise</u></p>	In the interests of effectiveness										
MM85	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	To ensure the effectiveness of the policy
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<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>									

		<p><b>UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way &amp; Laburnum Road (Barnsbury sites 1 &amp; 2), Barnsbury Farm Estate, Woking, GU22 0BN</b></p> <p>Through development management process and working in partnership with developers and land owners</p> <p>Start of 55 net additional dwellings by end of 2026/27</p> <p>Net additional dwellings started</p> <p>Net additional affordable dwellings started</p> <p>Size and type of new dwellings started by location</p> <p>2025/26</p>			
		<p><b>Potential action depending on monitoring outcomes may include:</b>  Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>			
<p><b>Policy UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU</b></p>					
MM86	New anticipated timescales and uses table (beginning of policy)	<p><b>Anticipated site yield</b></p> <p><b>Residential</b></p> <p><u>12</u></p>	<p><b>Anticipated timescale</b></p> <p>Start by 2027</p>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
MM87	Amended policy (whole policy)	<p>This 0.30 ha site is allocated for residential development, including Affordable Housing.</p> <p><b>Key Requirements</b></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA20);</del></li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul>			To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p><del>ii. Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 50% to be provided on site;</del></p> <p><del>ii.iii. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;</del></p> <p><del>iv. The Be of a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings, and be of the development should not detract from sympathetic to the general-prevailing local character and appearance of surrounding streets;- including strong boundary treatments;</del></p> <p><del>iii.v. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p> <ul style="list-style-type: none"> <li><del>● 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;</del></li> <li><del>● Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> </ul> <p><del>vi. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects</del></p> <p><del>iv.vii. Provide effective access arrangements that are safe and suitable for all users. In particular, aAccess drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;</del></p> <p><del>viii. Development to meetIncorporate</del> relevant sustainable construction <del>requirements-standards</del> at the time of planning application <del>for the development of the sitein accordance with Policy CS22: Sustainable construction</del> and taking into account the Climate Change SPD;</p> <p><del>v.ix. Incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p> <p><del>vi.x. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including pProportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure.;</del></p> <ul style="list-style-type: none"> <li><del>● The development should retain any trees of amenity value;</del></li> <li><del>● An effective access arrangement to ensure highway safety;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul>																					
MM88	Reasoned Justification (Paragraph 4 onwards)	<p><b>Reasoned justification</b>  <del>Justification and Supporting Text:</del></p> <p>...</p> <p>4. <u>The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA20).</u></p> <p>5. 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 <del>at anas part of the Core Strategy Examination</del> (as part of the Strategic Housing Land Availability Assessment) and <del>supported to be achievable</del><u>considered to be reasonable.</u></p> <p>6. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness																				
MM89	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th><u>Monitoring</u></th> <th colspan="4"><u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</th> </tr> <tr> <th><u>Policy</u></th> <th><u>How will the policy be delivered?</u></th> <th><u>Anticipated rate of delivery</u></th> <th><u>How will the policy be monitored?</u></th> <th><u>Key dates to trigger potential action if there is significant under-provision</u></th> </tr> </thead> <tbody> <tr> <td><u>UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU</u></td> <td>Through development management process and working in partnership with developers and land owners</td> <td>Start of 12 net additional dwellings by end of 2026/27</td> <td>           Net additional dwellings started             Net additional affordable dwellings started             Size and type of new dwellings started by location         </td> <td>2025/26</td> </tr> <tr> <td colspan="5"><u>Potential action depending on monitoring outcomes may include:</u> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</td> </tr> </tbody> </table>	<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	<u>UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU</u>	Through development management process and working in partnership with developers and land owners	Start of 12 net additional dwellings by end of 2026/27	Net additional dwellings started  Net additional affordable dwellings started  Size and type of new dwellings started by location	2025/26	<u>Potential action depending on monitoring outcomes may include:</u> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					To ensure the effectiveness of the policy
<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.																						
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<u>UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU</u>	Through development management process and working in partnership with developers and land owners	Start of 12 net additional dwellings by end of 2026/27	Net additional dwellings started  Net additional affordable dwellings started  Size and type of new dwellings started by location	2025/26																			
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<b>Policy UA22: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN</b>																							

MM90	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <tr> <th data-bbox="555 193 1061 228"><u>Anticipated site yield</u></th> <th data-bbox="1077 193 1771 228"><u>Anticipated timescale</u></th> </tr> <tr> <td data-bbox="555 228 1061 263">Residential</td> <td data-bbox="1077 228 1771 263">2022-2024</td> </tr> <tr> <td data-bbox="555 263 1061 292">24</td> <td data-bbox="1077 263 1771 292"></td> </tr> </table>	<u>Anticipated site yield</u>	<u>Anticipated timescale</u>	Residential	2022-2024	24		To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>	<u>Anticipated timescale</u>								
Residential	2022-2024								
24									
MM91	Amended policy (whole policy)	<p>This 0.28 ha site is allocated for residential development, including Affordable Housing.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy;<del>;- in this case 40% to be provided on site;</del></li> <li>iii. <del>Be of a high design quality and visually attractive as a result of good architecture, including building elevations that respect adjacent properties</del></li> <li>iv. <del>Be of a scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the local area – including suitable levels of private amenity space for residential units;</del></li> <li>v. <del>Provide a ground floor that directly addresses the street;</del></li> <li>vi. <del>Design out crime and reduce the fear of crime, for example by designing in natural surveillance;</del></li> <li>ii-vii. <del>Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del>  <del>A site specific Flood Risk Assessment should be submitted in accordance with the NPPF and Policy CS9: Flooding and Water Management of the Core Strategy. This should include evidence that the footprint of development would lie wholly within Flood Zone 1 and that flood risk to the development and adjacent development would be reduced.</del></li> <li><del>• An Archaeological Assessment would be required to consider the potential impacts of any development proposal on the Area of High Archaeological Potential.</del></li> </ul>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness						

		<ul style="list-style-type: none"> <li>● <del>A Heritage Assessment would be required to demonstrate how design of the development would avoid adverse impacts on the setting of nearby heritage assets.</del></li> </ul> <p><del>iii.viii.</del> <u>Include appropriate</u> <del>Appropriate and adequate</del> provision of <del>for car, and</del> cycle parking <del>and servicing within the site taking into account the guidance of the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the site's</del> <u>sustainable-accessible</u> location and <del>will not compromise</del> <u>the need to avoid adverse-on</u> highway safety <u>effects</u>;</p> <p><del>iv.ix.</del> <u>A</u>Be supported by a <u>Travel Plan</u> to minimise car use of prospective occupants of the development;</p> <p><del>v.x.</del> <u>Incorporate An</u> effective access arrangements <del>that are safe and suitable for all users to ensure</del> <u>highway safety</u>;</p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Design of the scheme to seek to design out crime and reduce the fear of crime, for example by designing in natural surveillance;</del></li> <li>● <del>Suitable levels of private amenity space should be provided for residential housing units;</del></li> <li>● <del>The scale and footprints of the development should protect and enhance the general character, grain, amenity and appearance of surrounding streets;</del></li> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>vi.xi.</del> <u>The</u> <u>Include</u> storage of waste and recyclable materials <del>should be incorporated into the design of the building within the site</del> to minimise street clutter;</p> <p><del>xii.</del> <u>Make provision for landscaping and include proportionate</u> <del>Proportionate on-site</del> measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <p><del>xiii.</del> <u>Provide a Flood Risk Assessment (in accordance with Policy CS9 of the Core Strategy) due to part of the site's location within Flood Zone 2 and 3. The assessment should take into account the most up to date climate change projections;</u></p>	
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		<p><del>iii-xiv. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDS and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>iii-xv. Due to the built up nature of the site and surrounding area Have a design that mitigates impacts on surface water flooding should be mitigated in the design of the development and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del></p> <ul style="list-style-type: none"> <li><del>• Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;</del></li> </ul> <p><del>x-xvi. Be supported by A-Noise Impact Assessment which takes into account the -will be required to consider sources of noise, including from operation of the adjacent petrol station, and put informs forward any appropriate mitigation measures necessary to protect the residential amenity of future occupiers;-</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>xvii. Development to meet Incorporate -relevant sustainable construction requirements at the time of planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD; for the development of the site;</del></p> <p><del>xviii. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</del></p> <p><del>x-xix. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</del></p> <p><del>xx. Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward. Be supported by an archaeological assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</del></p> <p><del>xi-xxi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Working's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i></del></p>	
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MM92	Reasoned Justification (Paragraph 3 onwards)	<p><b>Reasoned justification/Justification and Supporting Text:</b></p> <p>...</p> <p><u>3.</u> Although portions of the site are within Flood Zone 2 and 3, it is considered based on the proposals pursuant to PLAN/2017/0153 that all floorspace can be accommodated within Flood Zone 1, and that in such circumstances no loss of flood water storage capacity would occur. <a href="#">The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</a></p> <p><u>4.</u> In addition, the site is considered to occupy a sustainable location with good proximity to local services and facilities, and sustainable modes of transport. It is therefore considered a suitable site to support the delivery of Core Strategy Policy CS10: Housing Provision and Distribution.</p> <p><u>5.</u> <a href="#">Development would also need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limit to: adjacent Grade II Listed Building (Hale Lodge, 61 Old Woking High Street and 84-86 Old Woking High Street) and adjacent locally listed buildings (Shackleford House, 71-73 Old Woking High Street).</a></p> <p><u>6.</u> It is anticipated that the site could yield 24 net additional dwellings.</p> <p><u>7.</u> <a href="#">Proposals for development of UA22 would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</a></p> <p><u>8.</u> <a href="#">The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</a></p>				In the interests of effectiveness
MM93	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <a href="#">CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</a></p>			To ensure the effectiveness of the policy
		<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	

		<p><u>UA22: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN</u></p>	<p><u>Through development management process and working in partnership with developers and land owners</u></p>	<p><u>24 net additional dwellings by end of 2023/24</u></p>	<p><u>Net additional dwellings completed</u></p> <p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p>	<p><u>2025/26</u></p>		
<p><u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>								
<p><b>Policy UA23: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW – DELETED POLICY</b></p>								
MM94	Introduction	<p><del><b>Proposal reference: UA23</b></del></p> <p><del><b>Site address: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW</b></del></p> <p>[Delete site map and photo]</p>						<p>Redevelopment of the site permitted under AMEND/2017/0072 is complete</p>
MM95	Policy (whole policy)	<p><del>This 0.19 ha site is allocated for residential including Affordable Housing.</del></p> <p><del>To achieve this, the development must address the following key requirements:</del></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li><del>• 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;</del></li> <li><del>• Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;</del></li> <li><del>• 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;</del></li> <li><del>• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> </ul>						<p>Redevelopment of the site permitted under AMEND/2017/0072 is complete</p>

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|  |  | <ul style="list-style-type: none"> <li>● <del>The design of the development needs to provide a response to the predominantly low-rise properties on Elmbridge Lane;</del></li> <li>● <del>The scale of the development should not detract from the general character and appearance of surrounding streets;</del></li> <li>● <del>Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> <li>● <del>A development scheme should consider local views of the development;</del></li> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li>● <del>The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);</del></li> <li>● <del>Suitable levels of private amenity space should be provided for residential housing units;</del></li> <li>● <del>Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;</del></li> <li>● <del>Improvements to the existing highway and site access may be required;</del></li> <li>● <del>Servicing areas should be accommodated within the site;</del></li> <li>● <del>Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> </ul> |  |
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		<ul style="list-style-type: none"> <li>• The development should retain any trees of amenity value;</li> <li>• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</li> <li>• Potential for contamination arising from historic or existing use to be advised;</li> <li>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul>	
	Reasoned justification (all paragraphs)	<p><b>Reasoned justification:</b></p> <p>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.</p> <p>The site has planning permission for residential development (PLAN/2011/0255).</p> <p>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.</p> <p>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.</p>	Redevelopment of the site permitted under AMEND/2017/0072 is complete
MM96	Delivery arrangements and key evidence base	<p><b>Delivery arrangements:</b></p> <ul style="list-style-type: none"> <li>• It is expected that the site would come forward for development during the Plan period;</li> <li>• The landowner has been contacted.</li> </ul> <p><b>Key evidence base:</b></p> <ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment (SHLAAHOE004);</li> <li>• Sustainability appraisal;</li> <li>• Habitat Regulations Assessment;</li> <li>• County Highway Authority Transport Assessment;</li> <li>• Thames Basin Heaths Special Protection Area Avoidance Strategy;</li> <li>• Parking Standards SPD;</li> <li>• Character Study;</li> <li>• Certificate of Lawfulness application PLAN/2014/0880;</li> <li>• Planning permission PLAN/2008/0630.</li> </ul>	Redevelopment of the site permitted under AMEND/2017/0072 is complete
<b>Policy UA24: Sherpa House, Kingfield Road, Kingfield, GU22 9EH</b>			

MM97	Introduction, p.131	<b>Proposal reference: UA234</b> <b>Site address: Sherpa House, Kingfield Road</b>		Consequential modification									
MM98	New anticipated timescales and uses table (beginning of policy)	<table border="1" style="width: 100%; text-align: center;"> <tr> <td colspan="2" data-bbox="555 295 954 323"><b>Anticipated site yield</b></td> <td data-bbox="960 295 1352 323"><b>Anticipated timescale</b></td> </tr> <tr> <td data-bbox="555 328 954 357"><b>Residential</b></td> <td data-bbox="960 328 1352 357"><b>Retail</b></td> <td data-bbox="1359 328 1751 357"><b>2025-2027</b></td> </tr> <tr> <td data-bbox="555 362 954 391">10</td> <td></td> <td></td> </tr> </table>		<b>Anticipated site yield</b>		<b>Anticipated timescale</b>	<b>Residential</b>	<b>Retail</b>	<b>2025-2027</b>	10			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<b>Anticipated site yield</b>		<b>Anticipated timescale</b>											
<b>Residential</b>	<b>Retail</b>	<b>2025-2027</b>											
10													
MM99	Amended policy (whole policy)	<p>This 0.06 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and retail.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• The scale of the development should not detract from the general character and appearance of surrounding streets;</del></li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <u>Affordable Housing</u> of the Core Strategy, <del>in this case 30% to be provided on site;</del></li> <li>iii. <del>Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;</del></li> <li>iv. <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del><u>Be of a scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units, strong boundary treatments and ample separation distances with a design that avoids overlooking neighbouring properties to the rear;</u></li> </ul>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness									

		<p><del>iii-v. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;</del></p> <p><del>iv-vi. The development should make improvements to the quality of the public realm; Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street;</del></p> <ul style="list-style-type: none"> <li><del>• Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> <li><del>• Development should ensure ample separation distances and be designed to avoid overlooking to neighbouring properties to the rear;</del></li> <li><del>• 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;</del></li> <li><del>• 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.</del></li> <li><del>• Suitable levels of private amenity space should be provided for residential housing units;</del></li> </ul> <p><del>v-vii. An Provide effective access arrangements that are safe and suitable for all users to ensure highway safety. In particular, a Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;</del></p> <p><del>viii. Include a Appropriate and adequate provision of for car, and cycle parking and servicing within the site taking into account the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable accessible location and will not compromise on the need to avoid adverse highway safety impacts;</del></p> <p><del>ix. Include storage of waste and recyclable materials within the site to minimise street clutter;</del></p> <p><del>vi-x. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a <i>Surface Water Drainage Statement</i>;</del></p> <p><del>vii-xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p>	
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		<ul style="list-style-type: none"> <li>● <del>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;</del></li> </ul> <p><del>iii-xii. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD. Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></p> <ul style="list-style-type: none"> <li>● <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li>● <del>The storage of waste and recyclable materials as well as servicing areas should be incorporated into the design of the building;</del></li> <li>● <del>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;</del></li> </ul> <p><del>xiii. Potential for contamination arising from historic or existing use to be advised; Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation</del></p> <p><del>x-xiv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings</del></p> <ul style="list-style-type: none"> <li>● <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM100	Reasoned Justification (paragraph 3 onwards)	<p><del>Reasoned justification</del> <b>Justification and Supporting Text:</b></p> <p>...</p> <p><u>3.</u> <u>Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (Kingfield Arms Public House).</u></p>	In the interests of effectiveness

		<p><u>4.</u> It is anticipated that the site will yield 10 dwellings plus ground floor retail floorspace. This indicative capacity of the site has been subject to scrutiny <del>at a</del> <u>as part of the Core Strategy Examination and <del>supported to be achievable</del> considered to be reasonable.</u></p> <p><u>5.</u> <u>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>6.</u> <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise</u></p>					
MM101	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> CS4 Local and Neighbourhood Centres and Shopping Parades; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA23: Sherpa House, Kingfield Road, Kingfield, GU22 9EH</u></b>	Through <u>development management process and working in partnership with developers and land owners</u>	10 net <u>additional dwellings and retail use by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for retail use</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					

Policy UA25: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE					
MM102	Introduction p.135	<b>Proposal reference: UA245</b> <b>Site address: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE</b>		Consequential modification	
MM103	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>		<u>Anticipated timescale</u> 2019-2026	
		<u>Residential</u>	<u>Community and Leisure Uses</u>		<u>Retail</u>
		570	<u>To include playing fields, improved club facilities for Sheerwater Football Club</u>		
MM104	Amended policy (whole policy)	<p>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.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements: Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</u></li> <li><u>ii. Ensure no net loss of affordable housing on site. Any proposed housing mix should reflect the specific need for family accommodation (two or more bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;</u></li> <li><u>iii. A masterplan approach will be required. This site should be Be</u> 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;</li> <li><u>ii.iv. A Be supported by a phasing strategy will need to be established</u> 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;</li> <li><u>v. Development proposals should promote Promote</u> a sense of place and help transform the image and identity of Sheerwater;</li> <li><u>vi. Provide employment and training opportunities for local residents;</u></li> </ul>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness	

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|  |  | <ul style="list-style-type: none"> <li><u>vii. Address social exclusion through the provision and improvement of community facilities on site to meet local demand and comply with the Core Strategy;</u></li> <li><u>viii. Provide a range of commercial units in Sheerwater Neighbourhood Centre to 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;</u></li> <li><u>ix. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the prevailing local character – including suitable levels of private amenity space for residential units;</u></li> <li><u>x. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></li> <li><u>xi. Re-use existing buildings where possible;</u></li> <li><u>xii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></li> <li><u>xiii. Be of a height informed by the local context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> <li><u>xiv. Build in natural surveillance that designs out crime and the fear of crime;</u></li> <li><u>xv. Refer to the National Grid 'Sense of Place' guidelines for development near high voltage overhead lines;</u></li> <li><u>xvi. Be supported by a detailed Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation, taking into account proposed developments in the vicinity of the site;</u></li> <li><u>xvii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</u></li> <li><u>xviii. Be supported by public transport improvements to increase accessibility in and around the Sheerwater area;</u></li> <li><u>xix. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;</u></li> <li><u>xx. Improve connectivity to open space and existing foot and cycle networks;</u></li> </ul> |  |
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		<p><u>xxi. Potentially increase local permeability and provide a clear internal street network including pedestrian and cycle accessibility to the Canal towpath for health and recreational benefits;</u></p> <p><u>xxii. Incorporate effective access arrangements that are safe and suitable for all users;</u></p> <p><u>xxiii. Include storage of waste and recyclable materials within the site to minimise street clutter;</u></p> <p><u>xxiv. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>. Upgrades to the existing drainage infrastructure are likely to be required;</u></p> <p><u>xxv. Provide a Flood Risk Assessment (in accordance with Policy CS9 of the Core Strategy) due to parts of the site being located within Flood Zone 2 and a high-risk surface water vulnerability zone, to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation; and will not lead to an increase in water run off in excess of the pre development greenfield run off rate. This should take into account the most up to date climate change projections;</u></p> <p><u>xxvi. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDS and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;</u></p> <p><u>xxvii. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff;</u></p> <p><u>xxviii. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;</u></p> <p><u>xxix. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</u></p> <p><u>l-xxx. Be supported by detailed habitat surveys and studies to establish, and mitigation measures, to protect existing habitats;</u></p> <ul style="list-style-type: none"> <li>● <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>● <del>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;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>● <del>Development will be expected to result in no net loss of affordable housing on site. Any proposed housing mix should reflect the specific need for family accommodation (two or more bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>xxxi. Enhance</del> <u>Enhancement of</u> 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 <del>be consider to</del> comply with Core Strategy Policy CS17; any loss of open space should be justified;</p> <p><del>Retention of the Athletics Track or its relocation to an accessible location within the Borough to allow effective public use. Any relocation should be a pre-requisite to the development of the site. There should be a continuous provision of this facility whether it is retained on site or relocated;</del></p> <p><del>xxxii. The existing</del> <u>Retain or relocate the existing</u> playing fields within the site <del>should be retained or relocated</del> to allow effective public use. Where there is a loss of playing fields, there must be alternative sports and recreational provision provided;</p> <p><del>xxxiii. Improved</del> club facilities for Sheerwater Football Club;</p> <ul style="list-style-type: none"> <li>● <del>Encourage the re-use of existing buildings were possible;</del></li> <li>● <del>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;</del></li> <li>● <del>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;</del></li> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li>● <del>Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</del></li> </ul> <p><del>vii. A development scheme should consider local and long distance views of the development;</del></p> <ul style="list-style-type: none"> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li>● <del>Development must carefully consider the Basingstoke Canal Conservation Area to ensure there is no significant adverse impacts on the heritage assets;</del></li> </ul>	
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- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site. Highway improvements may be required into and through the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved connectivity to open space and existing foot and cycle networks;
- Detailed surveys and studies to establish, and mitigation measures to protect, existing habitats;
- viii. Public transport improvements to increase accessibility in and around the Sheerwater area;
- Servicing areas should be accommodated within each site;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Due to the existing high voltage power lines and pylons, proposals should refer to the National Grid 'Sense of Place' guidelines for development near high voltage overhead lines;
- Development proposals in Flood Zones 2 are required to be accompanied by a Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation from all sources of flooding (Policy CS9 — Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;

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|  |  | <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.</del></li> <li>● <del>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;</del></li> <li>● <del>The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);</del></li> <li>● <del>Providing employment and training opportunities for local residents;<br/>Tackle social exclusion through improved community facilities;</del></li> <li>● <del>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;</del></li> <li>● <del>Suitable levels of private amenity space should be provided for residential units;</del></li> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>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;</del></li> <li>● <del>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;</del></li> </ul> |  |
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		<ul style="list-style-type: none"> <li>• <del>Community facilities should be provided on the site to meet local demand and comply with the Core Strategy;</del></li> <li>xxxiv. <del>Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to meet the needs of occupiers – the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practical and viable in accordance with Policy CS21: Design;</del></li> <li>xxxv. <del>Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;</del></li> <li>xxxvi. <del>Development should include</del> Include mitigation measures for noise, light and water pollution, particularly alongside the Basingstoke Canal Conservation Area and SSSI. Relevant environmental bodies should be consulted including Natural England;</li> <li>xxvii. <del>Potential for contamination arising from historic or existing use to be advised;</del> Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary investigation and any necessary mitigation;</li> <li>xxviii. <del>Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</del></li> <li>xxxix. <del>An</del> Be supported by an archaeological assessment will be required as set out in Core Strategy Policy CS20: <i>Heritage and conservation</i>;</li> <li>xii.xl. <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward</del> Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking’s landscape and townscape</i>, and DM20: <i>Heritage assets and their setting</i></li> </ul> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>	
MM105	Reasoned Justification (paragraph 6 onwards)	<p><b>Reasoned justification</b> <del>Justification and Supporting Text:</del></p> <p>...</p> <p><u>6.</u> <u>Development would also need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation area which is both within and adjacent to the site boundary.</u></p>	In the interests of effectiveness

		<p><u>7. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p><u>8. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link: <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a></u></p> <p><u>9. It is anticipated that a high density mixed use development of the site could yield <del>376</del>570 net additional dwellings, retail, leisure and community floorspace over the plan period.</u></p> <p><u>10. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				
MM106	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS5 Priority Places; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS17 Open space, green infrastructure, sport and recreation, CS19 Social and community infrastructure.</u></p>			To ensure the effectiveness of the policy
<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>		
<p><b><u>UA24: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE</u></b></p>	<p><u>Through development management process and working in partnership with developers and land owners</u></p>	<p><u>570 net additional dwellings, retail, community, leisure and sports uses, and open space, as per the policy, by end of 2025/26</u></p>	<p><u>Net additional dwellings completed</u></p> <p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p>	<p><u>2025/26</u></p>		

					<p><u>Area of floorspace (SqM, net) for retail, community and leisure uses.</u></p> <p><u>New public open space, and built sports facilities.</u></p>							
<p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>												
<p><b>Policy UA26: 101-121 Chertsey Road, Woking, GU21 5BW</b></p>												
MM107	Introduction, p.142	<p><b>Proposal reference: UA256</b>  <b>Site address: 101-121 Chertsey Road, Woking, GU21 5BW</b></p>					Consequential modification					
MM108	New anticipated timescales and uses table (beginning of policy)	<p><b>Anticipated site yield</b></p> <table border="1"> <tr> <td><u>Residential</u></td> <td><u>Office</u></td> </tr> <tr> <td><u>104</u></td> <td><u>Re-provision of existing floorspace</u></td> </tr> </table>			<u>Residential</u>	<u>Office</u>	<u>104</u>	<u>Re-provision of existing floorspace</u>	<p><b>Anticipated timescale</b></p> <p><u>2020-2026</u></p>		To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
<u>Residential</u>	<u>Office</u>											
<u>104</u>	<u>Re-provision of existing floorspace</u>											
MM109	Amended policy (whole policy)	<p>This 0.39 ha site is allocated for mixed use residential including Affordable Housing and office development (re-provision of existing floorspace).</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements: Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribute</del> <u>Contribute</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>The site will be expected to provide 40%Contribute towards Affordable Housing provision in accordance with Policy CS12: Affordable housing, on-site that reflects</del> <u>reflecting</u> the specific</li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness					

		<p>need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies <del>Policy CS5: <u>Priority Places</u> and CS12;</del></p> <ul style="list-style-type: none"> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li>iii. <del>Ensure no</del> <u>Net loss of office floorspace;</u></li> <li>iv. <del>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;</del> <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u></li> <li>v. <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;</u></li> <li>vi. <u>Be of a height informed by the local and wider Town Centre context while taking into account local and long-distance views of the site, and the necessity to avoid</u> <del>Building heights should consider the local and wider town centre context whilst ensuring there are no</del> <u>adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care is required in terms of the development's relationship with properties behind in Walton Road, and 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;</u></li> </ul> <ul style="list-style-type: none"> <li><del>•</del></li> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>• <del>The development should consider local and long distance views of the development. The development will need to carefully consider the transition in building heights from the residential properties at Board School Road to the Town Centre schemes near the junction with Church Street East;</del></li> </ul> <p><del>vi.vii.</del> <u>Design of development to have</u>Have regard to designing out crime within the Maybury and Sheerwater Priority Place area;</p> <ul style="list-style-type: none"> <li>• <del>The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);</del></li> <li>• <del>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;</del></li> <li>• <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>ii.viii.</del> <u>Be supported by a Transport Assessment</u>Detailed transport assessment to determine site specific transport mitigation; <u>measures to assess the likely impacts of the development and to inform appropriate mitigation.</u> The transport assessment should take account of proposed developments in the vicinity of the site;</p> <p><del>iii.ix.</del> <u>Be supported by a</u>A Travel Plan to minimise car use of prospective occupants of the development;</p> <ul style="list-style-type: none"> <li>• <del>An effective access arrangement to ensure highway safety;</del></li> </ul> <p><del>x.</del> <u>Include a</u>Appropriate and adequate provision <u>for</u>car, <u>and</u>cycle parking <u>and</u>servicing <u>in accordance with the adopted car and cycle parking standards</u>taking into account the guidance of the Parking Standards SPD; <u>but that takes into account the site's sustainable accessible location and will not compromise on</u>the need to avoid adverse highway safety effects;</p> <p><del>xi.</del> <u>Incorporate effective access arrangements that are safe and suitable for all users;</u></p> <p><del>ix.xii.</del> <u>Include storage of waste and recyclable materials within the site to minimise street clutter;</u></p> <ul style="list-style-type: none"> <li>• <del>Servicing areas should be accommodated within the site;</del></li> </ul> <p><del>xiii.</del> <u>Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary and provide</u> Proportionate proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</p> <p><del>x.xiv.</del> <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water</u></p>	
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		<p><u>management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</u></p> <ul style="list-style-type: none"> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> </ul> <p><del>xi.xv.</del> <u>Applicants are advised at the early stage to Be informed by consultation with Thames Water the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff.;</u></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>ii.xvi.</del> <u>Be supported by a detailed drainage strategy as uUpgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;</u></p> <p><del>xvii.</del> <u>Connect to an Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;</u></p> <p><del>xviii.</del> <u>–Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD</u></p> <p><del>ii.xix.</del> <u>Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</u></p> <p><del>iv.xx.</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation measures in respect of the Due to the proximity to the road the development would need to consider the impacts on noise and air quality of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;e mitigation measures are implemented to protect residential amenity;</u></p> <p><del>xxi.</del> <u>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</u></p> <p><del>xxii.</del> <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape and DM20: Heritage assets and their settings</u></p>	
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		<ul style="list-style-type: none"> <li>• <del>Potential for contamination arising from historic or existing use to be advised;</del></li> <li>• <del>The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA31);</del></li> <li>• <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p>Footnote x: <a href="http://www.woking2027.info/supplementary/sudsadvice">The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice</a></p>											
MM110	Reasoned Justification, (paragraph 3 onwards)	<p><b>Reasoned justification</b><del>Justification and Supporting Text:</del></p> <p>...</p> <p>5. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Basingstoke Canal Conservation Area.</u></p> <p>6. <u>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 <u>as part of the Core Strategy Examination</u> (as part of the Strategic Housing Land Availability Assessment) <del>at an Examination and supported to be achievable</del> <u>and considered to be reasonable.</u></u></p> <p>7. <u>The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA31)</u></p> <p>8. <u>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p>9. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise</u></p>	In the interests of effectiveness										
MM111	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is</b></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is</b>	To ensure the effectiveness of the policy
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					<b>significant under-provision</b>													
		<b>UA25: 101-121 Chertsey Road, Woking, GU21 5BW</b>	Through development management process and working in partnership with developers and land owners	104 net additional dwellings and re-provision of existing office floorspace by end of 2025/26	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for office</u>	2025/26												
<b>Potential action depending on monitoring outcomes may include:</b> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.																		
<b>Policy UA27: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU</b>																		
MM112	Introduction, p.147	<b>Proposal reference: UA267</b> <b>Site address: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU</b>					Consequential modification											
MM113	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th colspan="2"><b>Anticipated site yield</b></th> <th colspan="2"><b>Anticipated timescale</b></th> </tr> </thead> <tbody> <tr> <td><u>Industrial</u></td> <td><u>Warehousing</u></td> <td colspan="2"><u>Office</u></td> </tr> <tr> <td colspan="2"><u>6,000SqM net (12,000SqM gross)</u></td> <td colspan="2"><u>Up to 2027</u></td> </tr> </tbody> </table>			<b>Anticipated site yield</b>		<b>Anticipated timescale</b>		<u>Industrial</u>	<u>Warehousing</u>	<u>Office</u>		<u>6,000SqM net (12,000SqM gross)</u>		<u>Up to 2027</u>		In the interests of effectiveness and consistency.	
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<u>6,000SqM net (12,000SqM gross)</u>		<u>Up to 2027</u>																
MM114	Amended policy (whole policy)	<p>This 10.1 ha site is allocated for industrial, warehousing and offices.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements:</del> <u>Development of the site will be required to:</u></p> <p>i. <u>Be of a high design</u> <del>High quality design</del> that takes account of and seeks to improve the character and appearance of the locality, <u>and a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings;</u></p>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness											

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|  |  | <p><del>ii. Detailed transport assessment to determine site specific transport mitigation; measures</del> <u>Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. The transport assessment</u> <del>This</del> <u>should take account of proposed developments in the vicinity of the site;</u></p> <p><del>ii.iii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development</del></p> <p><del>iii.iv. Appropriate and adequate</del> <u>Include appropriate provision for</u> <del>of car, -and cycle parking and servicing in accordance with the</del> <u>taking into account the guidance of the adopted car and cycle parking standards</u> <u>Parking Standards SPD; but that takes into account the site's sustainable accessible location and will not compromise on the need to avoid adverse</u> <u>highway safety effects;</u></p> <ul style="list-style-type: none"> <li>● <del>A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>v. An</del> <u>Provide effective access arrangements that are safe and suitable for all users to ensure</u> <u>highway safety;</u></p> <p><del>vi. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</del></p> <p><del>iv.vii. Be supported by a Detailed Surface Water Drainage Design that mitigates impact on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</del></p> <p><del>v.viii. Development to meet</del> <u>Include relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'very good' standards for any buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u> <del>for the development of the site;</del></p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> |  |
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		<p><del>vi.ix. Potential for contamination arising from historic or existing use to be advised. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation.;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• 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;</del></li> <li><del>• 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;</del></li> </ul> <p><del>x. An archaeological assessment will be required as set out in Core Strategy. Be supported by an Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</del></p> <p><del>vii.xi. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
	<p>Reasoned Justification (Paragraph 6 onwards)</p>	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p><u>6.</u> <del>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change</del></p> <p><u>7.</u> <del>Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</del></p> <p><u>8.</u> It has been calculated that if all the existing office use on the estate were to change to alternative B2/B8, 12,000 sqm of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sqm B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.</p>	<p>In the interests of effectiveness</p>

		<p><u>9.</u> One of the plots within the site has recently been granted planning permission for the redevelopment of existing buildings for a mixed use scheme including B1(b), B1(c), B2 and B8 uses (PLAN/2015/1335) and is currently being implemented.</p> <p><u>10.</u> <u>Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>					
MM115	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS15 Sustainable economic development.</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA26: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU</u></b>	Through <u>development management process and working in partnership with developers and land owners</u>	<u>6,000 SqM net industrial/ warehousing, and office, by end of 2026/27</u>	<u>Area of floorspace (SqM, net) for industrial and warehousing, and offices.</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy UA28: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN</b>							
MM116	Introduction, p.152	<b>Proposal reference: UA278</b> <b>Site address: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN</b>				Consequential modification	

MM117	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>			<b>Anticipated timescale</b> <u>Up to 2027</u>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b>Industrial</b>	<b>Warehousing</b>	<b>Infrastructure</b>		
		<u>3,600SqM net (3,600SqM gross)</u>		<u>Fourth arm of the Sheerwater Link Road</u>		
MM118	Amended policy (whole policy)	<p>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.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><u>i. Be of a high design quality that takes account of and seeks to improve the character and appearance of the locality, and a scale and density that maximises efficient use of the site whilst reflecting the development grain of the surroundings;</u></li> <li><u>ii. Have regard to designing out crime within the Maybury and Sheerwater Priority Place area;</u></li> <li><u>i.iii. Development of</u><u>Ensure that</u> individual parts of the site <del>to</del> complement others within the site area, to <del>ensure</del><u>enable</u> effective integration of the development;</li> <li><del>• 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;</del></li> <li><del>• Potential for contamination arising from historic or existing use to be advised, however remediation likely to be necessary;</del></li> <li><del>• An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation</del></li> <li><del>• High quality design that takes account of the character and appearance of the locality and the adjacent heritage asset;</del></li> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li><u>ii.iv. Detailed</u><u>Be supported by a</u> Transport Assessment to <del>determine site specific transport mitigation; measures. The transport assessment assess the likely impacts of the development.</del></li> </ul>			To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness	

		<p><u>and to inform appropriate mitigation. This</u> should take account of proposed developments in the vicinity of the site;</p> <p><del>iii.v.</del> <u>Appropriate</u> <del>and adequate</del> provision of car, <del>and</del> cycle parking <u>and servicing in accordance with the adopted car and cycle parking standards taking into account the Parking Standards SPD; but that takes into account the site's sustainable-accessible location and will not compromise on the need to avoid adverse highway safety effects;</u></p> <p><del>iv.vi.</del> <u>A-Be supported by a</u> Travel Plan to minimise car use of prospective occupants of the development;</p> <p><del>vii.</del> <u>An-Provide</u> effective access arrangements <del>to avoid highway safety</del> <u>that are safe and suitable for all users;</u></p> <p><del>viii.</del> <u>Deliver a clear internal street network, with potential to increase local permeability;</u></p> <p><del>ix.</del> <u>Include storage of waste and recyclable materials within the site to minimise street clutter;</u></p> <p><del>x.</del> <u>Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps, and has a secondary aquifer within its boundary. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</u></p> <p><del>v.xi.</del> <u>Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</u></p> <ul style="list-style-type: none"> <li><del>•</del> <u>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</u></li> <li><del>•</del> <u>Density of development should maximise the efficient use of the site without compromising the general character of the area;</u></li> <li><del>•</del> <u>The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);</u></li> </ul> <p><del>vi.xii.</del> <u>Development to meet</u> <del>Incorporate</del> relevant sustainable construction <del>requirements standards</del> <u>at the time of planning application including the achievement of BREEAM 'very good' standards for any buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</u> <del>for the development of the site;</del></p>	
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		<p><del>xiii.</del> <u>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation, bearing in mind the site's location on a secondary aquifer;</u></p> <p><del>xiv.</del> <u>Be supported by an Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i></u></p> <p><del>xv.</del> <u>Retain any trees of demonstrable amenity value and provide appropriate landscaping, including <del>Proportionate</del> <u>proportionate</u> on-site measures to support the creation, protection, enhancement and management of local biodiversity and <del>g</del>Green <del>i</del>nfrastructure;</u></p> <p><del>xvi.</del> <u><del>Development should have</del>Have regard to the adjacent Basingstoke Canal SSSI and ensure mitigation measures, particularly on water quality are addressed. Relevant environmental bodies should be consulted including Natural England;</u></p> <p><del>xvii.</del> <u>Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</u></p> <p><del>xviii.</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;</u></p> <ul style="list-style-type: none"> <li><del>• Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;</del></li> <li><del>• The site has the potential to increase local permeability and a clear internal street network should be delivered;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the secondary aquifer within the site boundary</del></li> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• 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;</del></li> <li><del>• The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. A Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water</del></li> </ul>	
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		<p><del>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;</del></p> <ul style="list-style-type: none"> <li><del>• The storage of waste and recyclable materials should be incorporated into the design;</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>											
MM119	Reasoned Justification (Paragraph 5 onwards)	<p><del>Reasoned justification</del> <b>Justification and Supporting Text:</b></p> <p>...</p> <p><u>1. Development of the site would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the Basingstoke Canal Conservation Area within and adjacent to the site boundary.</u></p> <p><u>2. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>...</p> <p><u>10. for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>11. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness										
MM120	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> <u>CS15 Sustainable economic development, CS16 Infrastructure Delivery; CS18 Transport and accessibility.</u></td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS15 Sustainable economic development, CS16 Infrastructure Delivery; CS18 Transport and accessibility.</u>				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS15 Sustainable economic development, CS16 Infrastructure Delivery; CS18 Transport and accessibility.</u>												
<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>									

		<p><b><u>UA28: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN</u></b></p>	<p>Through development management process and working in partnership with developers and land owners including the County Highway Authority</p>	<p><u>3,600 SqM net industrial/ warehousing, and road infrastructure (a fourth arm of the Sheerwater Link Road) by 2026/27</u></p>	<p><u>Area of floorspace (SqM, net) for industrial and warehousing.</u></p> <p><u>Road delivered to meet required standard and objectives, by timeframe set</u></p>	<p><u>2025/26</u></p>		
<p><b><u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></b></p>								
<p><b>Policy UA29: 29-31 Walton Road, Woking, GU21 5DL</b></p>								
MM121	Introduction, p.158	<p><b>Proposal reference: UA289</b></p> <p><b>Site address: 29-31 Walton Road, Woking, GU21 5DL</b></p>						Consequential modification
MM122	New anticipated timescales and uses table (beginning of policy)	<p><b><u>Anticipated site yield</u></b></p> <p><b><u>Residential</u></b></p> <p><b><u>10</u></b></p>		<p><b><u>Anticipated timescale</u></b></p> <p><b><u>2020-2022</u></b></p>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
MM123	Amended policy (whole policy)	<p>This 0.05 ha site is allocated for residential, including Affordable Housing, redevelopment.</p> <p><b><u>Key Requirements</u></b></p> <p><b><u>To achieve this, the development must address the following key requirements: Development of the site should:</u></b></p> <ul style="list-style-type: none"> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>The site will need to provide at least 30%Contribute towards Affordable Housing on-site in line in accordance with Core Strategy</del> Policy CS12: <i>Affordable Housing</i> and be suitable for</li> </ul>						To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

family accommodation (2+ bedrooms), as set out in ~~Core Strategy Policy CS5; Policy CS5: Priority Places;~~

- iii. ~~Be of a high design quality and visually attractive as a result of good architecture, and with development, footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character. 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;~~
- iv. ~~Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address both streets, within elevations that respect and respond~~The design of the development needs to provide a response to the local streetscene; 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;~~
- v. ~~Take opportunities offered by the prominent corner site to b~~Be of a height informed by the the local and wider Town Centre context, whilst not unduly dominating- the predominantly low-rise adjacent properties; the scaling of any proposals should also takeing into account local and long-distance views of the site, and the necessity to Building heights should consider the local and wider town centre context whilst ensuring there are noavoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- ~~v.vi.~~ Incorporate built-in natural surveillance that designs out crime and the fear of crime;
  - ~~The development should make improvements to the quality of the public realm;~~
  - ~~Servicing areas should be accommodated within the site;~~
  - ~~Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development~~
  - ~~The development should make improvements to the quality of the public realm~~
  - ~~Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;~~

		<ul style="list-style-type: none"> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li>● <del>The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> <li><del>vi.vii.</del> <u>Be supported by a detailed Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;</u></li> <li><del>ii.viii.</del> <u>A Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</u></li> <li><del>iii.ix.</del> <u>Incorporate An effective access arrangements that are safe and suitable for all users to ensure highway safety;</u></li> <li><del>x.</del> <u>Include appropriate provision for car, and cycle parking and servicing within the site site, taking into account the guidance of the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable accessible location and will not the need to avoid adverse compromise on highway safety effects;</u></li> <li><del>ix.xi.</del> <u>Include storage of waste and recyclable materials within the site to minimise street clutter;</u> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> </ul> </li> <li><del>x.xii.</del> <u>Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</u> <ul style="list-style-type: none"> <li>● <del>The development should retain any trees of amenity value;</del></li> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> </li> <li><del>xi.xiii.</del> <u>Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface flooding and incorporates relevant sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's</u></li> </ul>	
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		<p><del>guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>. 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;</del></p> <p><del>ii.xiv. 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 Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate should be submitted with a planning application which demonstrates the existing -and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</del></p> <p><del>xv. Incorporate 'Optional requirement M4(2): Category 2 - Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: Design;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• 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;</del></li> </ul> <p><del>xvi. Potential for contamination arising from historic or existing use to be advised; Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</del></p> <p><del>i.xvii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments.</del></p> <ul style="list-style-type: none"> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM124	Reasoned Justification (Paragraph 5 onwards)	<p><del>Reasoned justification</del><b>Justification and Supporting Text:</b></p> <p>...</p> <p><del>4.</del> It is anticipated that the site could yield <del>at least</del> 10 dwellings. This indicative residential capacity of the site has been subject to scrutiny <del>as part of the Core Strategy Examination</del> (as part of the</p>	In the interests of effectiveness

		<p>Strategic Housing Land Availability Assessment) <del>at an Examination and supported to be achievable and considered to be reasonable.</del></p> <p>5. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>6. <u>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p>7. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>					
MM125	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>UA28: 29-31 Walton Road, Woking, GU21 5DL</b>	Through development management process and working in partnership with developers and land owners	10 net additional dwellings by end of 2021/22	Net additional dwellings completed  Net additional affordable dwellings completed  Size and type of new dwellings completed by location		2024/25
		<b>Potential action depending on monitoring outcomes</b> may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.					
<b>Policy UA30: 95-105 Maybury Road, Woking, GU21 5JL</b>							

MM126	Introduction, p.163	<b>Proposal reference: UA2930</b> <b>Site address: 95-105 Maybury Road, GU21 5JL</b>		Consequential modification									
MM127	New anticipated timescales and uses table (beginning of policy)	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Anticipated site yield</u></th> <th style="text-align: center;"><u>Anticipated timescale</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><u>Residential</u></td> <td style="text-align: center;"><u>Office/Employment Use</u></td> <td style="text-align: center;"><u>Start by 2027</u></td> </tr> <tr> <td style="text-align: center;"><u>61</u></td> <td></td> <td></td> </tr> </tbody> </table>		<u>Anticipated site yield</u>		<u>Anticipated timescale</u>	<u>Residential</u>	<u>Office/Employment Use</u>	<u>Start by 2027</u>	<u>61</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>		<u>Anticipated timescale</u>											
<u>Residential</u>	<u>Office/Employment Use</u>	<u>Start by 2027</u>											
<u>61</u>													
MM128	Amended policy (whole policy)	<p>This 0.61 ha site is allocated for mixed use residential, including Affordable Housing, and offices. Alternative employment use would be acceptable provided this meets the objectives of Policy CS5.</p> <p><u>Key Requirements</u></p> <p>To achieve this, the development must address the following key requirements:</p> <p><del>Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;</del></p> <ol style="list-style-type: none"> <li>i. <del>Contribute</del><u>Contribution</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>The site will be expected to provide 40%</del><u>Contribute towards</u> Affordable Housing <u>provision in accordance with Policy CS12: Affordable housing, reflecting on-site that reflects</u> the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy <del>Policies CS5 and CS12;</del><u>Policy CS5: Priority Places</u></li> <li>iii. <u>Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that</u> <del>Density of development should</del> maximise the efficient use of the site <del>without compromising the general character of the area; whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including strong boundary treatments and suitable levels of private amenity space for residential properties</del></li> <li>iv. <del>The scale of the development should not detract from the general character and appearance of surrounding streets</del><u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect and respond to.</u><del>The design of the development needs to provide a response to</del> the predominantly low-rise adjacent properties <u>and prevent overlooking;</u></li> </ol>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness									

		<ul style="list-style-type: none"> <li>● <del>Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> <li>● <del>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</del></li> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li>v. <u>Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> <li><del>v.vi.</del> <u>Incorporate built-in natural surveillance that designs out crime and the fear of crime;</u></li> <li>vii. <u>Be supported by</u>A Transport Statement may be required to assess likely transport impacts;</li> <li><del>iv.viii.</del> <u>Be supported by a Travel Plan to minimise car use of prospective occupants of the development</u></li> <li><del>vii.ix.</del> <u>Appropriate and adequate</u>Include appropriate provision <del>of for car, and cycle parking and servicing in accordance with the guidance of the Parking Standards SPD; adopted car and cycle parking standards but that takes into account the site's sustainable-accessible location and will not compromise on</del> the need to avoid adverse highway safety effects;</li> <li>● <del>A Travel Plan to minimise car use of prospective occupants of the development;</del></li> <li><del>viii.x.</del> <u>An Incorporate effective access arrangements to ensure highway safety that are safe and suitable for all users;</u></li> <li><del>ix.xi.</del> <u>Servicing areas should be accommodated within the site; Include storage of waste and recyclable materials within the site to minimise street clutter;</u></li> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li><del>x.xii.</del> <u>The development should retain</u>Retain any trees of demonstrable amenity value, <del>(and protect trees adjacent to the site boundary, and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure);</del></li> <li>● <del>Suitable levels of private amenity space should be provided for residential units</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>● <del>Building footprints should not be oversized to reflect the character of the adjacent properties;</del></li> <li>● <del>The development should respect the privacy of adjoining properties and prevent overlooking;</del></li> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li>● <del>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;</del></li> </ul> <p><del>xi-xiii. Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del><u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</u></p> <p><del>ii-xiv. Be supported by a detailed drainage strategy as upgrades</del><u>Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;</u></p> <ul style="list-style-type: none"> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>xv. Applicants are advised at the early stage to</del><u>Be informed by early consultation with Thames Water</u><del>the statutory water and sewerage undertaker</del> regarding the management of waste water capacity and surface water runoff;</p> <p><del>xvi. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;</del></p> <p><del>i-xvii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p>	
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		<ul style="list-style-type: none"> <li>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;</li> </ul> <p><del>xviii. An archaeological assessment</del>Be supported by an Archaeological Assessment in accordance with <u>Policy CS20</u>: will be required as set out in Core Strategy Policy CS20: <i>Heritage and conservation</i>;</p> <p><del>xix. Potential for contamination arising from historic or existing use to be advised;</del>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</p> <p><del>xv.xx. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway and ensure that appropriate levels of sunlight and daylight are available for internal environments</del></p> <ul style="list-style-type: none"> <li>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul> <p>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></p>											
MM129	Reasoned Justification (Additional Paragraph)	<p><b>Reasoned justification</b><u>Justification and Supporting Text:</u></p> <p>...</p> <p><u>7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness										
MM130	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>												
<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>									

		<u>UA29: 95-105 Maybury Road, Woking, GU21 5JL</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>Start of 61 net additional dwellings and offices by end of 2026/27</u>	<u>Net additional dwellings started</u> <u>Net additional affordable dwellings started</u> <u>Size and type of new dwellings completed by location</u> <u>Area of floorspace (SqM, net) for industrial and warehousing, and offices.</u>	<u>2025/26</u>						
<p><b>Potential action depending on monitoring outcomes may include:</b>  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>												
<b>Policy UA31: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL</b>												
MM131	Introduction, p.168	<b>Proposal reference: UA304</b> <b>Site Address: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL</b>					Consequential modification					
MM132	New anticipated timescales and uses table (beginning of policy)	<p style="text-align: center;"><b>Anticipated site yield</b></p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td><b>Residential</b></td> <td><b>Community Use</b></td> </tr> <tr> <td><u>21</u></td> <td><u>Facility suitable for use by a youth group</u></td> </tr> </table>			<b>Residential</b>	<b>Community Use</b>	<u>21</u>	<u>Facility suitable for use by a youth group</u>	<p style="text-align: center;"><b>Anticipated timescale</b></p> <p style="text-align: center;"><u>2025-2026</u></p>		To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
<b>Residential</b>	<b>Community Use</b>											
<u>21</u>	<u>Facility suitable for use by a youth group</u>											
MM133	Amended policy (whole policy)	<p>This 0.08 ha site is allocated for residential, including Affordable Housing, and community uses.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements: Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>● <del>Community Infrastructure Levy towards infrastructure provision;</del></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the					

		<p><del>i.</del> <u>Contribute</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</p> <p><del>ii.</del> <u>Contribute towards Affordable Housing in accordance with Policy CS12: Affordable Housing, reflecting the specific need for family accommodation (2+ bedrooms) in accordance with Policy CS5: Priority Places;</u></p> <p><del>ii.iii.</del> <u>Re-provide the existing community use facility within the redeveloped site with enhanced facilities</u> suitable for use by a youth group <del>in an improved form</del> to ensure the development complies with Core Strategy policy;</p> <ul style="list-style-type: none"> <li><del>• The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;</del></li> </ul> <p><del>iii.iv.</del> <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that Density of development should maximise the efficient use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units; without compromising the general character of the area;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>iv.v.</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors Development should that directly address the street scene on the ground floor to add interest and vibrancy to the street; within elevations that respect adjacent properties;</u></p> <p><del>v.vi.</del> <u>Be of a height informed by the local and wider town centre Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Development will need to carefully consider Careful consideration will also need to be given to the transition in building heights in the immediate streetscene;</u></p> <ul style="list-style-type: none"> <li><del>• The development should consider local and long distance views of the development;</del></li> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> </ul>	<p>interests of effectiveness</p>
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		<ul style="list-style-type: none"> <li>• <del>Due to the built up nature of the site and surrounding area, surface water flooding should be mitigated in the design of the development;</del></li> <li>• <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>• <del>The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> <li>• <del>Suitable levels of private amenity space should be provided for residential units</del></li> </ul> <p><del>vii. Incorporate built-in natural surveillance that designs out crime and the fear of crime;</del></p> <p><del>viii. Be supported by a Transport Statement may be required to assess the likely transport impacts of the development, and to inform appropriate mitigation, where relevant;</del></p> <p><del>vi-ix. Be supported by a Travel Plan to minimise car use of prospective occupants of the development</del></p> <p><del>vii-x. Include appropriate and adequate provision for of car and cycle car, cycle parking and servicing in accordance with the adopted car and cycle parking standards guidance of the Parking Standards SPD; but that takes into account the site's sustainable accessible location and will not the need to avoid adverse compromise on highway safety effects;</del></p> <ul style="list-style-type: none"> <li>• <del>A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>xi. An Incorporate effective access arrangements to ensure highway safety that are safe and suitable for all users;</del></p> <p><del>iii-xii. Include storage of waste and recyclable materials within the site to minimise street clutter;</del></p> <ul style="list-style-type: none"> <li>• <del>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;</del></li> <li>• <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>x-xiii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including Proportionate proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></p> <ul style="list-style-type: none"> <li>• <del>The development should retain any trees of amenity value;</del></li> </ul>	
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		<p><del>x.xiv. Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site; Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>xv. 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 Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site, how the development will be made safe, and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</del></p> <p><del>xvi. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;</del></p> <p><del>i.xvii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>xii. 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;</del></p> <p><del>xviii. Potential for contamination arising from historic or existing use to be advised Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</del></p>	
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		<p><del>iii-xix. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road, and ensure that appropriate levels of sunlight and daylight are available for internal environments.</del></p> <ul style="list-style-type: none"> <li><del>The site could come forward for development as part of any future development of adjacent 101-121 Chertsey Road site (Proposal Site UA26);</del></li> <li><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>																
MM134	Reasoned Justification (Paragraph 4 onwards)	<p><del>Reasoned justification</del> <b>Justification and Supporting Text:</b></p> <p>...</p> <p><del>4. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change</del></p> <p><del>5. It is anticipated that the site could yield at least 21 dwellings and a community facility suitable for use by a youth group. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable and considered to be reasonable.</del></p> <p><del>6. The site could come forward as part of any future development of the adjacent 101-121 Chertsey Road site (Proposal Site UA26).</del></p> <p><del>7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</del></p>	In the interests of effectiveness															
MM135	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> <del>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.</del></td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> <tr> <td><b>UA30: Walton Road Youth</b></td> <td>Through development</td> <td>21 net additional</td> <td>Net additional dwellings completed</td> <td>2025/26</td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <del>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.</del>				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	<b>UA30: Walton Road Youth</b>	Through development	21 net additional	Net additional dwellings completed	2025/26	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <del>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.</del>																	
<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>														
<b>UA30: Walton Road Youth</b>	Through development	21 net additional	Net additional dwellings completed	2025/26														

		<p><u>Centre, Walton Road, Woking, GU21 5DL</u></p>	<p><u>management process and working in partnership with developers and land owners</u></p>	<p><u>dwelling and community use suitable for use by a youth group by end of 2025/26</u></p>	<p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p>							
<p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>												
<p><b>Policy UA32: Car Park (East), Oriental Road, Woking, GU22 8BD</b></p>												
MM136	Introduction, p.173	<p><b>Proposal reference: UA312</b>  <b>Site address: Car Park (East), Oriental Road, Woking, GU22 8BD</b></p>					Consequential modification					
MM137	New anticipated timescales and uses table (beginning of policy)	<p style="text-align: center;"><b>Anticipated site yield</b></p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 50%;"><b>Residential</b></td> <td style="width: 50%;"><b>Open space</b></td> </tr> <tr> <td><u>250</u></td> <td></td> </tr> </table>			<b>Residential</b>	<b>Open space</b>	<u>250</u>		<p style="text-align: center;"><b>Anticipated timescale</b></p> <p style="text-align: center;"><u>Start up to 2025; first completions on site expected by 2027</u></p>		To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
<b>Residential</b>	<b>Open space</b>											
<u>250</u>												
MM138	Amended policy (whole policy)	<p>This 1.22ha site is allocated for a residential including Affordable Housing scheme and communal open space.</p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u><del>To achieve this, the development must address the following key requirements:</del></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision <u>in accordance with Policy CS12: Affordable Housing of the Core Strategy;</u><del>40% to be provided in-situ;</del></li> <li>iii. <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site and take</u></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness					

~~advantage of its town centre location, in a way that is sympathetic to the prevailing local character, specifically to the south and the east. 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;~~
- iv. ~~Create an attractive, welcoming and distinctive public realm and provide ground floors that Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;~~ within elevations that respect adjacent properties
- v. ~~Building heights should consider~~ Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid, including adjacent residential properties, whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare, and the site's relationship with low-rise existing properties to the south as well as the overall townscape;
  - ~~• 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~~
- vi. ~~Detailed~~ Be supported by a detailed transport ~~Transport Aassessment to determine site specific~~ assess the likely impacts of the development and to inform appropriate transport mitigation measures. The transport assessment ~~This~~ 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)~~
- vii. ~~A Travel Plan to minimise car use of prospective occupants of the development;~~ Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ~~An effective access arrangement to ensure highway safety;~~
- viii. ~~Optimise a~~ Access to public transport , in particular to ~~particularly the railway station;~~ —should be optimised;
- ix. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;
- x. Make off-site provision of car parking to offset the loss of spaces serving the railway station as a result of the site's development. 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 are to be considered;
- xi. Incorporate effective access arrangements that are safe and suitable for all users;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;

		<p><del>xiii.</del> <u>Have regard to adjacent mature trees, and contribute towards improving biodiversity and green infrastructure within the Town Centre, such as opportunities for green roofs/wall or roof garden;</u></p> <p><del>xiv.</del> <u>Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</u></p> <p><del>xv.</del> <u>Have a design that mitigates impact on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</u></p> <p><del>xvi.</del> <u>Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network;</u></p> <p><del>xvii.</del> <u>Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <ul style="list-style-type: none"> <li><del>• 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);</del></li> </ul> <p><del>xviii.</del> <u>Subject to technical feasibility and financial viability the development will be required to connect to the Connect to an existing or proposed CHP district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, -subject to considerations of technical feasibility and financial viability;</u></p> <p><del>xix.</del> <u>Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i>;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• 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;</del></li> </ul>	
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		<p><del>x.xx. Potential for contamination arising from historic or existing use to be advised. Consider current or historical contaminative uses of the sites, and make provision for appropriate investigation and any necessary remediation;</del></p> <p><del>xxi. Be supported by a Detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</del></p> <p><del>xxii. Have Regard to be given regard to the operational requirements of the adjacent land;</del></p> <p><del>xxiii. Respect the amenity of neighbouring properties to the south and east;</del></p> <p><del>xxiv. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads and the railway line; and ensure that appropriate levels of sunlight and daylight are available for internal environments. This should include noise screening measures in areas bordering the railway line;</del></p> <p><del>xxv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>.</del></p> <ul style="list-style-type: none"> <li><del>• Depth of site may limit residential development potential;</del></li> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• 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;</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
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MM139	Reasoned Justification (Paragraph 5 onwards)	<p><b>Reasoned justification</b>  <u>Justification and Supporting Text:</u></p> <p>...</p> <p>5. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Woking Town Centre Conservation Area.</u></p> <p>6. <u>Proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:</u>   <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a></p> <p>7. <u>Early assessment has identified potential wastewater network capacity constraints in this area. Early consultation with the statutory water and sewerage undertaker for Woking is recommended to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application.</u></p> <p>8. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>9. <u>The depth of the site may limit residential development potential. However, it is anticipated that the site could yield <del>at least</del> 250 dwellings and open space. This indicative capacity <u>and density range of the town centre sites</u> has been subject to scrutiny <del>at a</del> <u>as part of the Core Strategy Examination and supported to be achievable</u> considered to be reasonable. It is anticipated that development would start in 2024/25, with the first completions occurring by 2026/27 and the whole site completing shortly after the end of the plan period. Should development not have started by 2025/26, potential action will be triggered in accordance with the monitoring table below.</u></p> <p>10. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise</u></p>		In the interests of effectiveness
MM140	New monitoring table (under Delivery arrangements)	<p><b>Monitoring</b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS17 Open space, green infrastructure, sport and recreation.</u></p>	To ensure the effectiveness of the policy

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>							
		<u>UA31: Car Park (East), Oriental Road, Woking, GU22 8BD</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>Start of 250 net additional dwellings and open space by end of 2024/25.</u>  <u>It is expected that 36 dwellings will be complete by end of 2026/27.</u>	<u>Net additional dwellings started and completed</u>  <u>Net additional affordable dwellings started and completed</u>  <u>Size and type of new dwellings started and completed by location</u>  <u>Amount of open space gained (hectares)</u>	<u>2025/26</u>							
<u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>													
<b>Policy UA33: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ</b>													
MM141	Introduction, p.179	<b>Proposal reference: UA323</b> <b>Site address: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ</b>					Consequential modification						
MM142	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th><u>Anticipated site yield</u></th> <th><u>Anticipated timescale</u></th> </tr> </thead> <tbody> <tr> <td><u>Residential</u></td> <td><u>2024-2027</u></td> </tr> <tr> <td><u>88</u></td> <td></td> </tr> </tbody> </table>		<u>Anticipated site yield</u>	<u>Anticipated timescale</u>	<u>Residential</u>	<u>2024-2027</u>	<u>88</u>					To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>	<u>Anticipated timescale</u>												
<u>Residential</u>	<u>2024-2027</u>												
<u>88</u>													
MM143	Amended policy (whole policy)	<p>This 0.36 ha site is allocated for a residential, including Affordable Housing, redevelopment.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements: Development of the site will be required to:</u></p>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is						

		<ul style="list-style-type: none"> <li>● <del>Relocation of the existing Royal Mail sorting/delivery office would be a pre-requisite of the development;</del></li> <li>● <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribute</del><u>Contribution</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li><u>ii.</u> <del>Contribution</del><u>Contribute</u> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li><del>ii.iii.</del> <u>iii.</u> Ensure the relocation of Royal Mail as a pre-requisite of the development;</li> <li><del>iii.iv.</del> <u>iv.</u> Be of a high design quality and visually attractive as a result of good architecture, and with <u>development footprints, scales and densities</u> <del>Density of development should that</del> maximise the efficient use of the site <del>without compromising the general character of the area</del> <u>whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u>   <del>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;</del></li> <li><del>iv.v.</del> <u>v.</u> Create an attractive, <u>welcoming and distinctive public realm and provide ground floors that</u> <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and</del> <u>at this corner position, within elevations that respect adjacent properties;</u></li> <li><del>v.vi.</del> <u>vi.</u> Be of a height informed by <del>Building heights should consider</del> the local and wider Town Centre context <u>taking into account local and long-distance views of the site, and the necessity to avoid</u> <del>whilst ensuring there are no</del> adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</li> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li>● <del>Servicing areas should be accommodated within the site;</del></li> <li>● <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>● <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> </ul>	<p>avoided in the interests of effectiveness</p>
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		<ul style="list-style-type: none"> <li>• <del>The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> <li>• <del>Development should be designed to respect the amenity of neighbouring properties to the south and east;</del></li> <li>• <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li>• <del>The development should retain any trees of amenity value;</del></li> </ul> <p><del>vii. Detailed transport assessment</del> <u>Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate- determine site specific transport mitigation measures. The transport assessment</u> <del>This</del> <u>should take account of proposed developments in the vicinity of the site;</u></p> <p><del>vi-viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</del></p> <p><del>vii.ix. Appropriate and adequate</del> <u>Include appropriate provision of for car, and cycle parking and servicing in accordance with the adopted car and cycle parking standards but that take</u> <del>taking</del> <u>into account the Parking Standards SPD; the site's sustainable-accessible location and will the need to avoid adverse not compromise on-highway safety effects;</u></p> <ul style="list-style-type: none"> <li>• <del>A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>x. An Incorporate</del> <u>effective access arrangements to ensure highway safety;</u> <del>that are safe and suitable for all users;</del></p> <p><del>xi. Include storage of all waste and recyclable materials within the site to minimise street clutter;</del></p> <p><del>xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</del></p> <p><del>xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del></p> <p><del>xiv. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water run-off;</del></p>	
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		<p><del>iii-xv.</del> <u>Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><u>xvi.</u> <u>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</u></p> <p><u>xvii.</u> <u>Incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practical and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <p><del>xviii.</del> <u>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><u>xix.</u> <u>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;Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line, and ensure that appropriate levels of daylight and sunlight are available for internal environments;</u></p> <p><del>x-xx.</del> <u>Respect the amenity of neighbouring properties to the south and east,</u></p> <ul style="list-style-type: none"> <li><del>• Potential for contamination arising from historic or existing use to be advised;</del></li> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
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MM144	Reasoned Justification (Additional Paragraph)	<p><b>Reasoned justification Justification and Supporting Text:</b></p> <p>...</p> <p><u>5. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				In the interests of effectiveness																				
MM145	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th data-bbox="555 467 786 584"><u>Monitoring</u></th> <th colspan="4" data-bbox="792 467 1778 584"><u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</th> </tr> <tr> <th data-bbox="555 588 786 738"><u>Policy</u></th> <th data-bbox="792 588 999 738"><u>How will the policy be delivered?</u></th> <th data-bbox="1005 588 1211 738"><u>Anticipated rate of delivery</u></th> <th data-bbox="1218 588 1514 738"><u>How will the policy be monitored?</u></th> <th data-bbox="1520 588 1778 738"><u>Key dates to trigger potential action if there is significant under-provision</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="555 743 786 1050"><u>UA32: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ</u></td> <td data-bbox="792 743 999 1050">Through development management process and working in partnership with developers and land owners</td> <td data-bbox="1005 743 1211 1050">88 net additional dwellings by end of 2026/27</td> <td data-bbox="1218 743 1514 1050"> <u>Net additional dwellings completed</u>   <u>Net additional affordable dwellings completed</u>   <u>Size and type of new dwellings completed by location</u> </td> <td data-bbox="1520 743 1778 1050">2025/26</td> </tr> <tr> <td colspan="5" data-bbox="555 1054 1778 1136"> <p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p> </td> </tr> </tbody> </table>				<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	<u>UA32: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ</u>	Through development management process and working in partnership with developers and land owners	88 net additional dwellings by end of 2026/27	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>	2025/26	<p><b>Potential action depending on monitoring outcomes</b> may include:  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>					To ensure the effectiveness of the policy
<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.																									
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<b>Policy UA34: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE</b>																										
MM146	Introduction, p183 and p184	<p><b>Proposal reference: UA334</b></p> <p><b>Site address: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/ Bradfield Close, Woking, GU22 7QE</b></p> <p>[Replace site map and aerial photo showing amended boundary supplied with representation – see Appendix A]</p>				Consequential modification and to ensure that the geographical extent of the allocation is																				

			accurately depicted.
MM147	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>	<u>Anticipated timescale</u>
		<u>Residential</u>	<u>2023-2026</u>
		<u>100</u>	
MM148	Amended policy (whole policy)	<p>This <del>4.090.79</del> ha site is allocated for residential, including Affordable Housing, development.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements:</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Development to ensure a satisfactory relationship between the proposed residential development and the existing minerals aggregate site;</del></li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> </ul> <p>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</p> <p>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <u>Affordable Housing</u> of the Core Strategy; <del>in this case 50% to be provided on site (as the site is considered greenfield, in the absence of permanent buildings);</del></p> <p>iii. <u>Ensure a satisfactory relationship between the proposed residential development and the existing safeguarded rail aggregates depot, as identified in the Surrey Minerals Plan</u></p> <p>iv. <u>Ensure the Surrey Minerals Plan is taken into account through engagement with the Minerals Planning Authority (MPA). The MPA will need to be satisfied that future development would not prevent, directly or indirectly, the minerals function and operation of the site;</u></p> <p>v. <u>Be informed by early consultation with Network Rail;</u></p> <p>ii-vi. <u>Be designed to minimise the potentials for conflicts of use and ensure that the operation of the safeguarded rail aggregates depot is not prejudiced. In particular, proposals will need to consider issues such as siting, design and layout, noise and air quality, light, transport and access at an early stage;</u></p>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).  To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p><del>iii-vii.</del> <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that Density of development should maximise the efficient use of the site without compromising the general character of the area whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>v-viii.</del> <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that Development should directly address the street, within elevations that respect adjacent properties; scene on the ground floor to add interest and vibrancy to the street;</u></p> <p><del>v-ix.</del> <u>Building heights should consider Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity whilst ensuring there are no to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <ul style="list-style-type: none"> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> <li><del>• 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;</del></li> <li><del>• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li><del>• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;</del></li> </ul> <p><del>x.</del> <u>Be supported by a Detailed transport assessment detailed Transport Assessment to determine assess the likely impacts of the development and to inform site specific transport appropriate</u></p>	
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		<p>mitigation measures. The transport assessment should take, taking into account of proposed developments in the vicinity of the site;</p> <p><del>xi.</del> <u>Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</u></p> <p><del>vi.</del>xii. <u>Optimise access to public transport, particularly to the railway station;</u></p> <p><del>ii.</del>xiii. <u>Appropriate and adequate</u><del>Include appropriate provision of for car, and cycle parking and servicing, taking into account the guidance of the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable accessible location and will not compromise on the need to avoid adverse</del> highway safety effects;</p> <p><del>A Travel Plan to minimise car use of prospective occupants of the development;</del></p> <p><del>xiv.</del> <u>An Incorporate effective access arrangements to ensure highway safety that are safe and suitable for all users, based on timely consultation with the Highways Authority;</u></p> <p><del>xv.</del> <u>Include storage of waste and recyclable materials within the site to minimise street clutter;</u></p> <p><del>xvi.</del> <u>Contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/walls or roof gardens;</u></p> <p><del>xvii.</del> <u>Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff;</u></p> <p><del>xviii.</del> <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</u></p> <p><del>ii.</del>xix. <u>A detailed drainage strategy should be undertaken as upgrades to the existing drainage infrastructure are likely to be required;</u></p> <ul style="list-style-type: none"> <li><del>•</del> <u>Access to public transport — particularly the railway station — should be optimised;</u></li> </ul> <p><del>xx.</del> <u>Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed Combined Heat and Power district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability; d (subject to physical barriers such as the railway line);</u></p>	
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		<p><del>xxi.</del> <u>Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD</u></p> <p><del>xxii.</del> <u>Incorporate 'Optional requirement M4(2): Category 2 - Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <p><del>Due to the proximity to the railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;</del></p> <p><del>xxiii.</del> <u>Potential for contamination arising from historic or existing use to be advised; Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</u></p> <p><del>xxiv.</del> <u>Be supported by a detailed Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</u></p> <p><del>xxv.</del> <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;</del></li> <li><del>• Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.</del></li> <li><del>• Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in the Surrey Minerals Plan as a Rail Aggregate Safeguarded Site. The MPA will need to be satisfied that future development would not prevent, directly or indirectly, the operational requirements of the site.</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
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MM149	Reasoned Justification (Paragraph 4 onwards)	<p><b>Reasoned justification</b><u>Justification and Supporting Text:</u></p> <p>...</p> <p><u>4. Redevelopment of this site would represent efficient use of previously <del>development</del> developed land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on cars, and has potential to connect to an existing, or provide a new district heating facility.</u></p> <p><u>5. Proposals should take into account Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:</u></p> <p><u><a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a></u></p> <p><u>6. In view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6, proposals for the development of the site would greatly benefit from early engagement with the Minerals Planning Authority.</u></p> <p><u>7. Early consultation with the local highway authority on the design of access arrangements for a scheme is strongly advised in the interests of highway safety.</u></p> <p><u>8. Due to the relationship between the site and the adjacent land uses, it is anticipated that the site could yield at least 100 dwellings. <del>(at 90 dph).</del></u></p> <p><u>9. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				In the interests of effectiveness
MM150	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u></p>			To ensure the effectiveness of the policy
<p><b><u>Policy</u></b></p>		<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>	

		<p><b><u>UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE</u></b></p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>100 net additional dwellings by end of 2025/26</p>	<p>Net additional dwellings completed</p> <p>Net additional affordable dwellings completed</p> <p>Size and type of new dwellings completed by location</p>	<p><u>2025/26</u></p>	
<p><b><u>Potential action depending on monitoring outcomes may include:</u></b>  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>							
<p><b>Policy UA35: Quadrant Court, Guildford Road, Woking, GU22 7QQ</b></p>							
MM151	Introduction, p.189	<p><b>Proposal reference: UA345</b>  <b>Site address: Quadrant Court, Guildford Road, Woking, GU22 7QQ</b></p>					Consequential modification
MM152	New anticipated timescales and uses table (beginning of policy)	<p><b><u>Anticipated site yield</u></b></p> <p><b><u>Office</u></b></p> <p><b><u>1,000SqM net</u></b></p>		<p><b><u>Anticipated timescale</u></b></p> <p><b><u>Up to 2027</u></b></p>		In the interests of consistency and effectiveness.	
MM153	Amended policy (whole policy)	<p>This 0.9 ha site is to be allocated for additional office use.</p> <p><b><u>Key Requirements</u></b></p> <p><b><u>To achieve this, the development must address the following key requirements:Development of the site will be required to</u></b></p> <ul style="list-style-type: none"> <li><b><u>• 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;</u></b></li> <li><b><u>• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</u></b></li> </ul> <p><b><u>i. Maximise the efficient use of the site without compromising the general character of the area;</u></b></p> <p><b><u>i.ii. The development should considerConsider local and long distance views of the development;</u></b></p>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<ul style="list-style-type: none"> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li><del>ii.iii. <u>Appropriate and adequate</u>Include appropriate provision for car, and cycle parking and servicing in accordance with the adopted car and cycle parking standards but that within the site, taking into account the guidance of the Parking Standards SPD; the site's sustainable-accessible location and will not compromise on the need to avoid adverse highway safety effects;</del></li> <li><del>iii.iv. <u>Be supported by A-a</u> Travel Plan to minimise car use of prospective occupants of the development;</del></li> <li><del>v. <u>An-Incorporate</u> effective access arrangements that are safe and suitable for all users; to ensure highway safety;</del></li> <li><del>vi. <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</u></del></li> <li><del>vii. <u>Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers;</u></del></li> <li><del>v.viii. <u>Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i>, and taking into account the Climate Change SPD</u></del></li> <li><del>• Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect amenity;</del></li> <li><del>ix. <u>Potential for contamination arising from historic or existing use to be advised; Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</u></del></li> <li><del>v.x. <u>Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads.</u></del></li> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul>	
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		<a href="http://www.woking2027.info/supplementary/sudsadvice">Footnote x: The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice</a>	
MM154	Reasoned Justification (Additional Paragraph)	<p><b>Reasoned justification</b><u>Justification and Supporting Text</u></p> <p>...</p> <p>4. <u>Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness
MM155	New monitoring table (under Delivery arrangements)	<p><b>Monitoring</b></p> <p><b>Key Core Strategy policy monitoring indicators:</b> CS2 Woking Town Centre; CS15 Sustainable economic development.</p>	To ensure the effectiveness of the policy
		<p><b>Policy</b></p> <p><b>How will the policy be delivered?</b></p> <p><b>Anticipated rate of delivery</b></p> <p><b>How will the policy be monitored?</b></p> <p><b>Key dates to trigger potential action if there is significant under-provision</b></p>	
		<p><b>UA34: Quadrant Court, Guildford Road, Woking, GU22 7QQ</b></p> <p>Through development management process and working in partnership with developers and land owners</p> <p>1,000 SqM net offices by end of 2026/27</p> <p>Area of floorspace (SqM, net) for offices.</p> <p>2025/26</p>	
		<p><b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>	
<b>Policy UA36: Land at Bradfield Close and 7 York Road, GU22 7XH – DELETE POLICY</b>			
MM156	Introduction, p192	<p><b>Proposal reference: UA36</b></p> <p><b>Site address: Land at Bradfield Close and 7 York Road, GU22 7XH</b></p> <p>[Delete site plan]</p>	Consequential modification
MM157	Policy (whole policy)	<p><del>This 0.12 ha site is allocated for Residential, including Affordable Housing, development.</del></p> <p><del>To achieve this, the development must address the following key requirements:</del></p>	To ensure that the SADPD is justified

		<ul style="list-style-type: none"> <li>● <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>● <del>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;</del></li> <li>● <del>Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li>● <del>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;</del></li> <li>● <del>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;</del></li> <li>● <del>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;</del></li> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li>● <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>● <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li>● <del>The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> <li>● <del>Development should be designed to respect the amenity of neighbouring properties;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li>● <del>The development should retain any trees of amenity value;</del></li> </ul>	<p>and effective in these terms.</p>
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		<ul style="list-style-type: none"> <li>● 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;</li> <li>● Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;</li> <li>● A Travel Plan to minimise car use of prospective occupants of the development;</li> <li>● An effective access arrangement to ensure highway safety;</li> <li>● 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.</li> <li>● Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</li> <li>● 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;</li> <li>● Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</li> <li>● Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;</li> <li>● Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul>	
MM158	Reasoned justification	<p><b>Reasoned justification:</b></p> <p>The site is located on a corner plot, adjacent to a roundabout, within Woking Town Centre. The eastern portion of the site comprises a two-storey office block, with car parking to the north. The western portion of the site consists of soft landscaping.</p> <p>Although redevelopment of the site for residential purposes would result in the loss of B1a office floorspace, it is considered that the loss would be relatively minor and therefore would not undermine</p>	Consequential modification

		<p>the economic strategy for the town centre. Furthermore, the site is not located in a strategic employment area as identified by the Employment Land Review/Topic Paper.</p> <p>It is considered that redevelopment of the site would make efficient use of brownfield land at a sustainable location within the Town Centre, with excellent access to local facilities and sustainable modes of transport.</p> <p>At present there is a resolution to grant planning permission, subject to a legal agreement, for PLAN/2016/0834 which proposes the redevelopment of the site to provide 46 flats. On this basis, the site is considered to be available.</p> <p>It is anticipated that this site could yield 46 net additional flats.</p>	
MM159	Delivery arrangements and evidence base	<p><b>Delivery arrangements:</b></p> <ul style="list-style-type: none"> <li>● It is expected that the site would come forward for development during the Plan period;</li> <li>● There is a resolution to grant planning permission, subject to a legal agreement, for residential redevelopment at the site.</li> </ul> <p><b>Key evidence base:</b></p> <ul style="list-style-type: none"> <li>● Strategic Housing Land Availability Assessment (SHLAAMHM004);</li> <li>● Planning Application (PLAN/2016/0834)</li> <li>● Sustainability Appraisal;</li> <li>● Habitat Regulations Assessment;</li> <li>● Thames Basin Heaths Special Protection Area Avoidance Strategy;</li> <li>● Design SPD;</li> <li>● Parking Standards SPD;</li> <li>● Character Study;</li> </ul>	Consequential modification
<p><b>Policy UA37: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG</b></p>			
MM160	Introduction, p196	<p><b>Proposal reference: UA357</b></p> <p><b>Site address: <del>Owen House and</del> The Crescent, Heathside Crescent, Woking, GU22 7AG</b></p> <p>[Replace site plan to show amended boundary, excluding Owen House – see Appendix B]</p>	Consequential modification and to accord with the spatial extent of the allocation

MM161	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <tr> <td style="text-align: center;"><u>Anticipated site yield</u></td> <td style="text-align: center;"><u>Anticipated timescale</u></td> </tr> <tr> <td style="text-align: center;"><u>Residential</u></td> <td style="text-align: center;"><u>2024-2025</u></td> </tr> <tr> <td style="text-align: center;"><u>10</u></td> <td></td> </tr> </table>	<u>Anticipated site yield</u>	<u>Anticipated timescale</u>	<u>Residential</u>	<u>2024-2025</u>	<u>10</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>	<u>Anticipated timescale</u>									
<u>Residential</u>	<u>2024-2025</u>									
<u>10</u>										
MM162	Amended policy (whole policy)	<p>This 0.064 ha site is allocated for <del>a mixed use redevelopment to comprise of offices and</del> residential, including Affordable Housing, <del>development.</del></p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA38 and the development at the former St Dunstan's Church site);</del></li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribute</del><u>Contribution</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution</del><u>Contribute</u> towards Affordable Housing provision in accordance with Policy CS12: <u>Affordable Housing</u> of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iii. <del>Re-provide the community facility in a town centre location as a pre-requisite to the redevelopment of the site;</del></li> <li>iv. <del>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that</del> <u>Density of development should maximise the efficient use of the site without compromising the general character of the area whilst reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing character – taking into account the immediate context, including Proposal Site UA36, and development at the former St Dunstan's Church and Owen House site. The design should also reflect the site's location on a sensitive threshold between Town Centre uses and a high quality residential suburb;</u></li> <li>iii.v. <del>Provide suitable levels of private amenity space for the residential units;</del></li> </ul>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness							

		<ul style="list-style-type: none"> <li>● <del>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;</del></li> </ul> <p><del>iv.vi.</del> <u>Development should directly create an attractive, welcoming and distinctive public realm and provide ground floors that address the street, within elevations that respect and achieve satisfactory relationships with adjacent properties, including in terms of their building heights, separation distances and fenestration, which should ensure that harmful overlooking is avoided; scene on the ground floor to add interest and vibrancy to the street;</u></p> <p><del>vii.</del> <u>Be of a height informed by particular care required in terms of with building heights—building heights should consider the local and wider Town Centre context taking into account local and long-distance views of the site and its topography as well as the necessity avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></p> <p><del>viii.</del> <u>Be supported by a Transport Statement to assess the likely impacts of the development, and to inform appropriate mitigation, where relevant;</u></p> <p><del>ix.</del> <u>Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</u></p> <p><del>x.</del> <u>Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location and the need to avoid adverse highway safety effects;</u></p> <p><del>v.xi.</del> <u>Incorporate effective access arrangements that are safe and suitable for all users;</u></p> <ul style="list-style-type: none"> <li>● <del>A development scheme should consider local and long distance views of the development;</del></li> <li>● <del>The development should make improvements to the quality of the public realm;</del></li> <li>● <del>Servicing areas should be accommodated within the site;</del></li> <li>● <del>Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> </ul> <p><del>xii.</del> <u>The Include storage of waste and recyclable materials should be incorporated into the design of the building within the site to minimise street clutter;</u></p> <p><del>vi.xiii.</del> <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</u></p>	
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		<ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>xiv. <del>Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate</del> <u>Proportionate</u> on-site measures to support the creation, protection, enhancement and management of local biodiversity and <u>Green</u> <del>Infrastructure</del>;</li> <li>xv. <del>Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;</del></li> <li>xvi. <del>Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</del></li> <li><del>xvii.</del> <u>Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: <i>Design</i>;</u> <ul style="list-style-type: none"> <li>● <del>The development should retain any trees of amenity value;</del></li> <li>● <del>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;</del></li> </ul> </li> <li>viii. <del>A Transport Statement may be required to assess likely transport impacts;</del> <ul style="list-style-type: none"> <li>● <del>Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;</del></li> <li>● <del>A Travel Plan to minimise car use of prospective occupants of the development;</del></li> <li>● <del>An effective access arrangement to ensure highway safety;</del></li> <li>● <del>Suitable levels of private amenity space should be provided for residential units;</del></li> <li>● <del>Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li>● <del>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> </li> </ul>	
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		<ul style="list-style-type: none"> <li>• <del>Development should carefully consider the topography of the site and its height in relation to the local and wider context;</del></li> <li>• <del>Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;</del></li> <li>• <del>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;</del></li> <li>• <del>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;</del></li> </ul> <p><del>xviii. Potential for contamination arising from historic or existing use to be advised</del><u>Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</u></p> <p><del>xix. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments.;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM163	Reasoned Justification	<p><b>Reasoned <del>justification</del><u>Justification and Supporting Text:</u></b></p> <ol style="list-style-type: none"> <li>1. This 0.<del>064</del>ha site is located within Woking Town Centre. It is currently made up of <del>a two storey office (B1a) premises (Owen House — the Labour Club) and</del> a two storey supported residential flatted development (The Crescent) on Heathside Crescent.</li> <li>2. The site was previously considered suitable for a mixed use scheme including <del>the sites</del> known as White Rose Court <del>and Owen House</del>. The <del>former</del><u>latter</u> has <del>sincere</del><u>recently</u> been redeveloped into a hotel (C1) and <del>therefore only Owen House and The Crescent are considered developable and deliverable</del><u>the latter has been redeveloped with mixed uses in combination with the adjacent St Dunstans Church site. Therefore only The Crescent is considered developable and deliverable.</u></li> <li>3. The site is located on a main road into the Town Centre from the east of the Borough. Despite having a <del>large</del> 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</li> </ol>	In the interests of effectiveness

		<p>appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.</p> <p>4. 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 <del>for a mixed use development.</del></p> <p>5. It is important that the development complements that of adjacent and adjoining <u>development and</u> allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.</p> <p><del>6. It is anticipated that the site could yield approximately at least 120 net additional 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 aas part of the Core Strategy Examination and supported to be achievable considered to be reasonable.</del></p> <p><del>7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise</del></p>				
MM164	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u></p>			<p>To ensure the effectiveness of the policy</p>
<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>		
<p><b><u>UA35: The Crescent, Heathside Crescent, Woking, GU22 7AG</u></b></p>	<p><u>Through development management process and working in partnership with developers and land owners</u></p>	<p><u>10 net additional dwellings by end of 2024/25</u></p>	<p><u>Net additional dwellings completed</u></p> <p><u>Net additional affordable dwellings completed</u></p> <p><u>Size and type of new dwellings completed by location</u></p>	<p><u>2025/26</u></p>		

		<b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>											
<b>Policy UA38: Somerset House, Heathside Crescent, Woking, GU22 7AG</b>													
MM165	Introduction, p.201	<b>Proposal reference: UA368</b> <b>Site address: Somerset House, Heathside Crescent, Woking, GU22 7AG</b>		Consequential modification									
MM166	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th colspan="2"><u>Anticipated site yield</u></th> <th><u>Anticipated timescale</u></th> </tr> <tr> <th><u>Residential</u></th> <th><u>Office</u></th> <th><u>2023-2024</u></th> </tr> </thead> <tbody> <tr> <td><u>10</u></td> <td></td> <td></td> </tr> </tbody> </table>		<u>Anticipated site yield</u>		<u>Anticipated timescale</u>	<u>Residential</u>	<u>Office</u>	<u>2023-2024</u>	<u>10</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>		<u>Anticipated timescale</u>											
<u>Residential</u>	<u>Office</u>	<u>2023-2024</u>											
<u>10</u>													
MM167	Amended policy (whole policy)	<p>This 0.17 ha site is allocated for a mixed use development to comprise of offices and residential, including Affordable Housing.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>• <del>Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Site UA37 and the development at the former St Dunstan's Church Site);</del></li> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 30% to be provided on site;</del></li> <li>iii. <del>Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that Density of development should maximise the efficient use of this prominent corner site without compromising the general character of the area whilst reflecting the development grain of the surroundings, in a way that is sympathetic to</del></li> </ul>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness									

the prevailing local character – taking into account the immediate context including Proposal Site UA35 and the former St Dunstan’s Church site;

- ~~Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;~~

iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that Development should directly address the street scene, within elevations that achieve a satisfactory relationship with adjacent properties, in terms of their building heights separation distances and fenestration which should ensure that harmful overlooking is avoided; on the ground floor to add interest and vibrancy to the street;

iv.v. Building heights should consider Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site and its topography and height, as well as the need to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- ~~The development should make improvements to the quality of the public realm;~~
- ~~Servicing areas should be accommodated within the site;~~
- ~~Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;~~
- ~~The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;~~
- ~~Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;~~
- ~~Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;~~
- ~~Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;~~
- ~~The development should retain any trees of amenity value;~~
- ~~The site is located on a prominent corner within the Town Centre. Any development on this site would need to be of exceptional design and enhance the townscape character;~~
- ~~A development scheme should consider local and long distance views of the development;~~

		<p><del>v.vi. Provide suitable levels of private amenity space should be provided for the residential units;</del></p> <p><del>vii. Be supported by a 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;</del></p> <p><del>vi.viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development</del></p> <p><del>vii.ix. Include appropriate provision of car and cycle parking and servicing within the site, taking in accordance with the adopted car and cycle parking standards but that takes into account the guidance of the Parking Standards SPD; the site's sustainable accessible location and will not compromise and the need to avoid adverse highway safety effects;</del></p> <ul style="list-style-type: none"> <li><del>• A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>viii.x. An Incorporate effective access arrangements to ensure highway safety that are safe and suitable for all users;</del></p> <p><del>Improved provision for cycling infrastructure;</del></p> <p><del>xi. Include storage of waste and recyclable materials within the site to minimise street clutter;</del></p> <p><del>ix.xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</del></p> <ul style="list-style-type: none"> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> </ul> <p><del>x.xiii. Have a design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></p> <ul style="list-style-type: none"> <li><del>• Development should carefully consider the topography of the site and its height in relation to the local and wider context;</del></li> <li><del>• Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;</del></li> </ul> <p><del>xiv. Subject to technical feasibility and financial viability the development will be required to Connect connect to the an existing or proposed CHP district heating network unless it can be</del></p>	
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		<p>demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, <u>subject to considerations of technical feasibility and financial viability</u>;</p> <p><u>xv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers – the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design</u>;</p> <p><u>xvi. Incorporate relevant sustainable construction standards the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD</u>;</p> <ul style="list-style-type: none"> <li>• <del>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</del>;</li> </ul> <p><u>xvii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation; <del>Potential for contamination arising from historic or existing use to be advised</del></u>;</p> <p><u>xviii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments.</u></p> <ul style="list-style-type: none"> <li>• <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>			
MM168	Reasoned Justification (Additional Paragraph)	<p><b>Reasoned justification</b> <del>Justification and Supporting Text:</del></p> <p>...</p> <p><u>6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness		
MM169	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td><b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.</u>				

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>							
		<u>UA36: Somerset House, Heathside Crescent, Woking, GU22 7AG</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>10 net additional dwellings and offices by end of 2023/24</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for offices.</u>	<u>2025/26</u>							
<u>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>													
<b>Policy UA39: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA</b>													
MM170	Introduction, p.206	<b>Proposal reference: UA379</b> <b>Site address: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA</b>					Consequential modification						
MM171	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th><u>Anticipated site yield</u></th> <th><u>Anticipated timescale</u></th> </tr> </thead> <tbody> <tr> <td><u>Residential</u></td> <td><u>2025-2026</u></td> </tr> <tr> <td><u>11</u></td> <td></td> </tr> </tbody> </table>		<u>Anticipated site yield</u>	<u>Anticipated timescale</u>	<u>Residential</u>	<u>2025-2026</u>	<u>11</u>					To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>	<u>Anticipated timescale</u>												
<u>Residential</u>	<u>2025-2026</u>												
<u>11</u>													
MM172	Amended policy (whole policy)	<p>This 0.12 ha site is allocated for residential including Affordable Housing.</p> <p><u>Key Requirements</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>Community Infrastructure Levy towards infrastructure provision;</del></li> </ul>					To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the						

		<p>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</p> <p>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 30% to be provided on site;</del></p> <p>iii. <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that</u> <del>Density of development should</del> maximise the efficient use of the site <del>without compromising the general character whilst reflecting the development grain</del> of the <u>surroundings, in a way that is sympathetic to the prevailing local character;</u><del>area;</del></p> <ul style="list-style-type: none"> <li>● <del>Development must carefully consider the St Johns Conservation Area to ensure there is no significant adverse impacts on the heritage assets;</del></li> <li>● <del>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;</del></li> </ul> <p>iv. <u>Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties with the potential</u><del>Potential</del> to provide a <u>three-storey flatted development</u><del>development of three-storey scale at junction of site</del><u>close to the junction of St Johns Road</u> lowering to two storeys to provide transition with adjacent residential properties;</p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li>● <del>The development should retain any trees of amenity value;</del></li> </ul> <p>v. <del>Appropriate and adequate</del><u>Include appropriate</u> provision of car, <del>and</del> cycle parking <u>and servicing</u> in accordance with the adopted car and cycle parking standards <del>but that takes</del><u>within the site taking</u> into account the <u>guidance of the Parking Standards SPD; the site's sustainable accessible</u> location and <del>will not compromise on the need to avoid adverse</del> highway safety effects;</p>	interests of effectiveness
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		<p><del>vi. An effective access arrangement to ensure highway safety; Incorporate effective access arrangements that are safe and suitable for all users;</del></p> <p><del>vii. Include storage of waste and recyclable materials within the site to minimise street clutter;</del></p> <p><del>vi-viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</del></p> <ul style="list-style-type: none"> <li><del>● 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;</del></li> <li><del>● Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;</del></li> <li><del>● The development should make improvements to the quality of the public realm;</del></li> <li><del>● Servicing areas should be accommodated within the site;</del></li> </ul> <p><del>ix. Due to the built up nature of the site and surrounding Have a design that mitigates impacts on area surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>; should be mitigated in the design of the development;</del></p> <p><del>x. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</del></p> <p><del>vii-xi. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</del></p> <ul style="list-style-type: none"> <li><del>● Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>● The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> </ul> <p><del>iii-xii. Consider currentCurrent or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. of the site and make provision for appropriate iInvestigation required and any necessary remediation; likely to be necessary;</del></p>	
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		<p><del>xiii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>, taking into account the effect of redevelopment of the site on the character and appearance of the Conservation Area;</del></p> <p><del>ix. Due to the proximity to the road the development would need to consider the impacts. Provide a high standard of amenity for future users, including any necessary mitigation in respect of noise and air quality and ensure mitigation measures are implemented to protect residential amenity of adjacent roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments.;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM173	Reasoned Justification (Paragraph 2 onwards)	<p><b>Reasoned justification:</b></p> <p>...</p> <p><u>2.</u> This site is located within the St John's Local Centre <del>and St Johns Conservation Area.</del> It is very accessible to key local services (schools, GP surgeries and to Woking Town Centre).</p> <p><u>3.</u> <u>Development would also need to accord with heritage and conservation policies of the development plan. Heritage assets include, but are not limited to: the St John's Conservation Area within which the site is located.</u></p> <p><u>4.</u> 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 <u>as part of the Core Strategy Examination</u> (as part of the Strategic Housing Land Availability Assessment) <del>at an Examination and supported to be achievable and considered to be reasonable.</del></p> <p><u>5.</u> <u>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site.</u></p> <p><u>6.</u> <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other</u></p>	In the interests of effectiveness

		<u>relevant requirements of the development plan, unless material considerations indicate otherwise.</u>					
MM174	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>		<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u>		To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA37: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>11 net additional dwellings by end of 2025/26</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy UA40: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW</b>							
MM175	Introduction, p.210	<b>Proposal reference: UA3840</b> <b>Site address: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW</b>				Consequential modification	
MM176	New anticipated timescales and uses table (beginning of policy)	<b><u>Anticipated site yield</u></b>		<b><u>Anticipated timescale</u></b>		In the interests of effectiveness and consistency	
		<b><u>Industrial</u></b> <u>10,000SqM net (10,000SqM gross)</u>		<u>Up to 2027</u>			
MM177	Amended policy (whole policy)	This 4.82 ha site is allocated for industrial use.				To ensure that the policy is clearly written and unambiguous and	

		<p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li><u>i. Provide employment uses that complement the existing businesses within the Camphill Industrial Estate;</u></li> <li><u>ii. Maximise the efficient use of the site without compromising the general character of the area, paying due regard to the size, scale and massing of adjacent employment buildings in its design;</u></li> <li><u>iii. Incorporate substantial levelling to bring the ground level to an accessible and developable height and gradient;</u></li> <li><u>iv. Be supported by a Detailed Transport Assessment to <del>determine site-specific</del> transport assess the likely impacts of the development and to inform appropriate mitigation measures. The transport assessment should take taking 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;</u></li> <li><u>i.v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</u></li> <li><u>ii.vi. <del>Appropriate and adequate</del>Include appropriate provision of car and cycle parking and servicing within the site in accordance with the adopted car and cycle parking standards but that take taking into account the guidance of the Parking Standards SPD; the site's sustainable accessible location and will not compromise on the need to avoid adverse highway safety effects;</u></li> <li><del>• A Travel Plan to minimise car use of prospective occupants of the development;</del></li> <li><u>iii.vii. An Provide effective access arrangements that are safe and suitable for all users; to ensure highway safety;</u></li> <li><del>• The site provides an opportunity for an employment use that would complement the existing businesses within the Camphill Industrial Estate;</del></li> <li><u>viii. The Consider the height and width vehicle restrictions on Camphill Road need to be considered fert to inform future uses of the site;</u></li> </ul>	<p>that unnecessary duplication is avoided in the interests of effectiveness</p>
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		<p><del>iv.ix. Retain any trees of demonstrable amenity value and protect trees adjacent to the site boundary;</del></p> <ul style="list-style-type: none"> <li><del>• The development should have a positive environmental impact on the adjacent Old Rive Ditch and Basingstoke Canal;</del></li> </ul> <p><del>x. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network;</del></p> <p><del>v.xi. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>xii. Be supported by a Flood Risk Assessment as the site is The site is located within a Surface Water Flood High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood Risk of Surface Water Flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which This should demonstrates the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</del></p> <p><del>xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers;</del></p> <p><del>xiv. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;</del></p> <p><del>vi.xv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings;</del></p>	
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		<ul style="list-style-type: none"> <li>● <del>A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the principle aquifer within the site boundary as well as the site being within a high risk groundwater vulnerability zone;</del></li> <li>● <del>The proposed development should pay due regard to the size, scale and massing of adjacent employment buildings in its design;</del></li> <li>● <del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>ii.xvi.</del> <u>Consider c</u><del>Current or historical contaminative uses of the site, including any which may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency; and make provision for appropriate investigation and any necessary remediation bearing in mind the site's location in a high risk groundwater vulnerability zone and principal aquifer;</del></p> <p><del>i.xvii.</del> <u>Due to the proximity to the</u><del>Have a positive environmental impact on the adjacent</del> Rive Ditch and Basingstoke Canal, <u>This should</u> <del>the development would need to consider</del><u>include consideration of</u> the impacts on water contamination during and post construction;</p> <ul style="list-style-type: none"> <li>● <del>The site will require substantial levelling to bring the ground level to an accessible and developable height and gradient;</del></li> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);</del></li> </ul> <p><del>xviii.</del> <u>The proposed development should avoid</u><del>Avoid</del> significant harm to the environment and general amenity, resulting from noise, dust, vibrations, lights or other releases;</p> <ul style="list-style-type: none"> <li>● <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><u>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
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MM178	Reasoned Justification (Paragraph 3 onwards)	<p><b>Reasoned justification</b>  <u>Justification and Supporting Text:</u></p> <p>...</p> <p><u>2.</u> Due to the previous use of the site, there are likely to be significant contamination issues. <u>Proposals for development of the site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u> An employment use of 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.</p> <p><u>3.</u> <u>Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation Area and the locally listed Scotland Road Bridge and Canal Lock in neighbouring Runnymede Borough.</u></p> <p><u>4.</u> <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p><u>5.</u> <u>Early assessment has identified potential wastewater network capacity constraints in this area. Early consultation with the statutory water and sewerage undertaker for Woking is recommended to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application.</u></p> <p><u>6.</u> It is anticipated that the site could yield at least 10,000 sqm net/gross industrial floorspace (B2).</p> <p><u>7.</u> <u>Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>				In the interests of effectiveness
MM179	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS15 Sustainable economic development.</u></p>			To ensure the effectiveness of the policy
<p><b><u>Policy</u></b></p>		<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>	

		<p><b>UA38: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW</b></p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>10,000 SqM net industrial use by end of 2026/27</p>	<p>Area of floorspace (SqM, net) for industrial use.</p>	<p>2025/26</p>		
<p><b>Potential action depending on monitoring outcomes may include:</b>  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>								
<p><b>Policy UA41: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA</b></p>								
MM180	Introduction	<p><b>Proposal reference: UA3944</b>  <b>Site address: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA</b></p>					<p>Consequential modification</p>	
MM181	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>			<b>Anticipated timescale</b>			<p>To ensure consistency with national policy (in particular paragraph 73 of the Framework).</p>
		<b>Residential</b>		<b>Retail</b>		<b>2020-2021</b>		
		<u>12</u>		<u>181SqM net (181SqM gross)</u>				
MM182	Amended policy (whole policy)	<p>This 0.08 ha site is allocated for a mixed use development to comprise of retail and residential, including Affordable Housing.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;</li> </ul>					<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness</p>	

		<p><del>ii.iii. Provide A1 retail use on the ground floor as the site forms part of a designated Primary Shopping Frontage;</del></p> <ul style="list-style-type: none"> <li><del>• Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></li> </ul> <p><del>iv. Building Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations should that respect adjoining adjacent properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;;</del></p> <p><del>iii.v. Be of a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the prevailing local character;</del></p> <p><del>iv.vi. Development should Provide a ground floor that directly addresses the street scene on the ground floor to add interest and vibrancy to the street; to create an attractive, welcoming and distinctive street scene;</del></p> <p><del>v.vii. Building heights should consider Be of a height informed by the local and wider town centre context taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</del></p> <ul style="list-style-type: none"> <li><del>• Servicing areas should be accommodated within the site;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> </ul> <p><del>viii. Detailed Be supported by a Ttransport Aassessment to determine site specific transport assess the likely impacts of the development and to inform mitigation, measures. The transport assessment should take taking account of proposed developments in the vicinity of the site;</del></p> <p><del>vi.ix. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;</del></p> <p><del>vii.x. Appropriate and adequate Include appropriate provision for of car, and cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the</del></p>	
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		<p>site's <del>accessible sustainable</del> location and <del>will not compromise on the need to avoid adverse highway safety effects</del>;</p> <ul style="list-style-type: none"> <li><del>• A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>iii.xi. An-Provide effective access arrangements that are safe and suitable for all users; to ensure highway safety;</del></p> <ul style="list-style-type: none"> <li><del>• The site is adjacent to two Conservation Areas as well as locally listed buildings. Development must ensure there is no significant adverse impacts on these heritage assets;</del></li> <li><del>• Building heights should respect the character of the Station Approach and Rosemount Parade Conservation Areas as well as the wider character of West Byfleet;</del></li> <li><del>• 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;</del></li> <li><del>• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> </ul> <p><del>xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green infrastructure;</del></p> <p><del>xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;</del></p> <p><del>xiv. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;</del></p> <p><del>ix.xv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Working's landscape and townscape, and DM20: Heritage assets and their settings;</del></p> <p><del>The development should retain any trees of amenity value;</del></p> <ul style="list-style-type: none"> <li><del>• The site forms part of a designated Primary Shopping Frontage. A1 retail use should be provided on the ground floor;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>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;</li> </ul> <p>xvi. Consider <del>c</del>Current or historical contaminative uses <del>may have led to soil and groundwater contamination that will need to be considered during any development of the site; of the site, and make provision for appropriate investigation and any necessary remediation;</del></p> <p>xvii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of the adjacent road/railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments.</p> <ul style="list-style-type: none"> <li>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul>											
MM183	Reasoned Justification (Paragraph 3 onwards)	<p><b>Reasoned <del>justification</del>Justification and Supporting Text:</b></p> <p>...</p> <p>3. <del>Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent Station Approach Conservation Area and the adjacent locally listed buildings (15-20 Station Approach, West Byfleet; 20-39 Station Approach, West Byfleet; and Two Ways, Gremlins Holt, Farthing House, York House, Lavender Park Road).</del></p> <p>4. Planning permission was granted subject to a legal agreement for 12 flats above retail units and this development has commenced.</p> <p>5. It is anticipated that the site could yield 12 dwellings and 181 sqm retail floorspace.</p> <p>6. <del>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</del></p>	In the interests of effectiveness										
MM184	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td colspan="4"><b>Key Core Strategy policy monitoring indicators:</b> CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</td> </tr> <tr> <td><b>Policy</b></td> <td><b>How will the policy be delivered?</b></td> <td><b>Anticipated rate of delivery</b></td> <td><b>How will the policy be monitored?</b></td> <td><b>Key dates to trigger potential action if there is significant under-provision</b></td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.				<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>	To ensure the effectiveness of the policy
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.												
<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>	<b>Key dates to trigger potential action if there is significant under-provision</b>									

		<b><u>UA39: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>12 net additional dwellings and 181 SqM retail by end of 2020/21</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for retail use</u>	<u>2023/24</u>		
<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>								
<b>Policy UA42: Land at Station Approach, West Byfleet, KT14 6NG</b>								
MM185	Introduction, p.218	<b>Proposal reference: <u>UA402</u></b> <b>Site address: Land at Station Approach, West Byfleet, KT14 6NG</b>						Consequential modification
MM186	New anticipated timescales and uses table (beginning of policy)	<b><u>Anticipated site yield</u></b>				<b><u>Anticipated timescale</u></b> <u>2022-2025</u>		To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b><u>Residential</u></b>  <u>208</u>	<b><u>Office</u></b>  <u>Re-provision of existing floorspace</u>	<b><u>Retail</u></b>  <u>To include new supermarket; re-provision of A1 units in Primary Shopping Frontage</u>	<b><u>Community uses</u></b>  <u>Library</u>			
MM187	Amended policy (whole policy)	This 0.91 ha site is allocated for mixed use development to comprise of community (including retained or replacement Library), offices, retail (including replacement supermarket store) and residential development including Affordable Housing.						To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the

		<p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;</del></li> <li><del>• Existing office floorspace to be re-provided within any redevelopment scheme;</del></li> <li><del>• New supermarket store to be provided within any redevelopment scheme;</del></li> <li><del>• Retain or provide new library within any redevelopment scheme;</del></li> <li><del>• Community Infrastructure Levy towards infrastructure provision;</del></li> </ul> <p>i. <del>Contribution</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</p> <p>ii. <del>Contribution</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 40% to be provided on site;</del></p> <p><del>ii.iii. Re-provide existing office floorspace, and a replacement supermarket, and retain or re-provide library within any redevelopment scheme;</del></p> <ul style="list-style-type: none"> <li><del>• A comprehensive redevelopment of the site would maximise the opportunities to enhance the centre of West Byfleet;</del></li> </ul> <p><del>iii.iv. Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that Density of development should maximise the efficient use of this prominent site without compromising the general character of the area whilst respecting adjoining properties and reflecting the development grain of the surroundings, in a way that is sympathetic to, and enhances, without compromising, the prevailing local and West Byfleet character;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>iv.v. Improve the quality of the public realm and provide ground floors that</del> <u>Development should directly address the street scene on the ground floor to add interest and vibrancy to the street scene. Retain A1 retail use on the ground floor due to location in Primary Shopping Frontage;</u></p>	<p>interests of effectiveness</p>
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		<p><del>v.vi.</del> <u>Be of a height and design that considers the local and wider town centre context, taking into account local and long-distance views of the site, and the necessity to avoid whilst ensuring there are no</u> adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</p> <ul style="list-style-type: none"> <li><del>• The development should make improvements to the quality of the public realm;</del></li> <li><del>• Servicing areas should be accommodated within the site;</del></li> <li><del>• Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;</del></li> <li><del>• Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.</del></li> <li><del>• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;</del></li> <li><del>• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;</del></li> </ul> <p><del>vii.</del> <u>Be supported by a Transport Assessment to determine site specific transport assess the likely impacts of the development and to inform appropriate mitigation measures. The transport assessment This</u> should take account of proposed developments in the vicinity of the site;</p> <p><del>vi.viii.</del> <u>Be supported by a Travel Plan to minimise car use to and from the site;</u></p> <p><del>vii.ix.</del> <u>Include appropriate provision of car, and cycle parking and servicing within the site in accordance with the adopted car and cycle parking standards but that takes taking into account the site's sustainable accessible location and will not compromise on the need to avoid adverse highway safety effects;</u></p> <ul style="list-style-type: none"> <li><del>• A Travel Plan to minimise car use of prospective occupants of the development;</del></li> </ul> <p><del>x.</del> <u>An Incorporate effective access arrangements that are safe and suitable for all users; to ensure highway safety;</u></p> <p><del>xi.</del> <u>Include storage of waste and recyclable materials within the site to minimise street clutter;</u></p> <p><del>iii.xii.</del> <u>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage statement<sup>x</sup>;</u></p>	
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		<p><del>x-xiii. Incorporate b</del>Building(s) <del>should be</del> designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupiers – <del>the he residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design- Lifetime homes will be encouraged for the residential element of the development;</del></p> <p><del>x-xiv. Development should meet</del>Incorporate relevant sustainable construction requirements at the time of planning application <del>including the achievement of BREEAM 'Very Ggood' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD; for the development of the site;</del></p> <p><del>xi-xv. Retain any trees of demonstrable amenity value while including street trees and planting to maintain the area's strong green character. Provide appropriate landscaping, including Proportionate-proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></p> <p><del>xii. The development should retain any trees of amenity value;</del></p> <p><del>xiii. The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>v-xvi. Provide residential units with s</del>Suitable levels of private amenity space; <del>should be provided for residential units;</del></p> <ul style="list-style-type: none"> <li><del>• The site has the opportunity to improve pedestrian connectivity within West Byfleet and better connect the greenspaces in the district centre;</del></li> <li><del>• Building heights should respect the character of the immediate area as well as the wider character of West Byfleet;</del></li> <li><del>• New development should include street trees and planting to maintain the area's strong green character;</del></li> </ul> <p><del>xv. The development should consider local and long distance views of the development;</del></p> <p><del>xvii. Provide a high standard of amenity for future users and the occupants of adjoining properties, including any necessary mitigation in respect of the Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality impact of adjacent roads and railway, and ensure that appropriate levels of sunlight and daylight are</del></p>	
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		<p><del>available for internal environments; and ensure mitigation measures are implemented to protect residential amenity.</del></p> <p><del>xviii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</del></p> <p><del>xix. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>; CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</del></p> <p><del>xx. Ensure that individual parts of the site to complement others within the overall estate, to enable effective integration of the development. Take the maximum possible opportunities to enhance West Byfleet District Centre, including pedestrian and greenspace connectivity, through comprehensive redevelopment;</del></p> <p><del>xxi. Demonstrate consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff</del></p> <p><del>xxii. Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects.</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM188	Reasoned Justification (Paragraph 5 onwards)	<p><del>Reasoned justification</del> <b>Justification and Supporting Text:</b></p> <p>...</p> <ol style="list-style-type: none"> <li>5. <u>Globe House has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0147 and PLAN/2015/0015) and a rear extension to the existing building to form six new flats (PLAN/2016/0990).</u></li> <li>6. The second portion of the allocated site is the block to the immediate south west of Station Approach, which includes a supermarket store and associated parking facilities.</li> <li>7. The southern section of the site fronts the main junction of Old Woking Road, Parvis Road, Station Approach and Pyrford Road. Any development on the site would need to consider the impact of the road on pedestrian and vehicular movement through and around the site.</li> <li>8. The site is within easy walking distance of West Byfleet Railway Station, bus stops and several community facilities including West Byfleet Health Centre and West Byfleet Junior and Infant</li> </ol>	In the interests of effectiveness

		<p>Schools. The Station Approach and Rosemount Parade Conservation Areas are located to the north and south.</p> <p>9. Mixed use development would be suitable for this site due to its central location within the District Centre.</p> <p><u>10.</u> It is anticipated that the site could yield at least <u>20894</u> net additional dwellings, additional community and retail floorspace, and office floorspace.</p> <p><u>11.</u> <u>Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative users of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at: <a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a>.</u></p> <p><u>12.</u><u>Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Station Approach Conservation Area within which the site partially falls, the locally listed buildings within the site boundary (15-20 Station Approach, West Byfleet and 20-39 Station Approach, West Byfleet) the adjacent Byfleet Corner/Rosemount Parade Conservation Area, and the adjacent locally listed buildings (Two Ways, Gremlins Holt, Farthing House, York House, Lavender Park Road; 1-3 Byfleet Corner, Old Woking Road; 13-19 Byfleet Corner, Old Woking Road; 21-23 Rosemount Parade, Old Woking Road; and 29-75 Rosemount Parade, Old Woking Road).</u></p> <p><u>13.</u>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.</p> <p><del>Roxburghe House on Lavender Park Road has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0544 and PLAN/2015/0869) as well as a residential extension to the roof to form five new flats (PLAN/2016/0045).</del></p> <p><del>Globe House has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0147 and PLAN/2015/0015) and a rear extension to the existing building to form six new flats (PLAN/2016/0990).</del></p> <p><u>14.</u><u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other</u></p>	
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		<u>relevant requirements of the development plan, unless material considerations indicate otherwise.</u>					
MM189	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development, CS19 Social and community infrastructure.</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA40: Land at Station Approach, West Byfleet, KT14 6NG</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>208 net additional dwellings, retail (supermarket and re-provision of A1 units), community (including a library) uses and re-provision of existing offices, by end of 2024/25</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for retail, community and office uses</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy UA43: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</b>							
MM190	Introduction, p.224	<b>Proposal reference: UA413</b> <b>Site address: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</b>				Consequential modification	

MM191	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		<b>Anticipated timescale</b>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<u>Residential</u> 28	<u>Community uses</u> Re-provision of existing community facilities	<u>2025-2027</u>	
MM192	Amended policy (whole policy)	<p>This 0.38 ha site is allocated for residential, including Affordable Housing, and community use.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>• Re-provision of the existing community facilities on site as a part of any redevelopment scheme;</del></li> <li><del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>i. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>ii. <del>Contribution-Contribute</del> towards Affordable Housing provision in accordance with Policy CS12: <i>Affordable Housing</i> of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iii. <del>Include a replacement on site for the existing community facility;</del></li> <li>iii.iv. <del>Be of a scale and density of development should maximise that maximises the efficient use of the site whilst reflecting, without compromising, the prevailing local general character of the area and appearance, and with strong boundary treatments;</del></li> <li><del>• The scale of the development should not detract from the general character and appearance of surrounding streets;</del></li> <li><del>Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> <li>iv.v. <del>Appropriate and adequate</del><u>Include appropriate</u> provision <del>of for car, and cycle parking and servicing, within the site taking in accordance with the adopted car and cycle parking standards but that takes into account the guidance of the Parking Standards SPD; the site's sustainable accessible location and the need to avoid adverse will not compromise on</del> highway safety effects;</li> </ul>			To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<p><del>v.vi. Provide effective access arrangements that are safe and suitable for all users, including <u>Minor highway improvements may be required</u> at the junction of the site with Camphill Road <u>if required</u>;</del></p> <p><del>An effective access arrangement to ensure highway safety;</del></p> <ul style="list-style-type: none"> <li><del>• The development should retain any trees of amenity value and protected trees (Tree Preservation Order);</del></li> </ul> <p><del>vi.vii. Incorporate <u>Building(s) should be</u> designed to be adaptable or capable of being adapted <u>able</u> to allow scope for changes to be made to meet the needs of the occupier <u>– the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: Design;– Lifetime homes will be encouraged for the residential element of the development;</u></del></p> <p><del>viii. <u>Development to meet</u> Incorporate relevant sustainable construction requirements at the time of planning application <u>including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD; for the development of the site;</u></del></p> <p><del>vii.ix. Provide a high standard of amenity for future users and the occupants of adjoining properties, <u>including any necessary mitigation in respect of the noise and air quality impact of adjacent roads and railway, and ensure that appropriate levels of sunlight and daylight are available for internal environments</u></del></p> <p><del>x. Retain any trees of demonstrable amenity value and trees protected by Tree Preservation Orders, and provide appropriate landscaping, including <u>p</u>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></p> <p><del>iii.xi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <u>Heritage and conservation</u>, CS21: <u>Design</u>, CS24: <u>Working's landscape and townscape</u>, and DM20: <u>Heritage assets and their settings</u>;</del></p> <ul style="list-style-type: none"> <li><del>• The development should retain any trees of amenity value;</del></li> </ul> <p><del>ix.xii. The development design should <u>Have</u> <del>have</del> regard to the existing public right of way along the southern boundary of the site;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul>	
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		<ul style="list-style-type: none"> <li>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</li> </ul>																
MM193	Reasoned Justification (Paragraph 5 onwards)	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p>5. <u>Development would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (West Byfleet Infant School)</u></p> <p>6. <u>It is anticipated that the site could yield at least 28 dwellings with community floorspace.</u></p> <p>7. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>	In the interests of effectiveness															
MM194	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th><u>Monitoring</u></th> <th colspan="4"><u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.</th> </tr> <tr> <th><u>Policy</u></th> <th><u>How will the policy be delivered?</u></th> <th><u>Anticipated rate of delivery</u></th> <th><u>How will the policy be monitored?</u></th> <th><u>Key dates to trigger potential action if there is significant under-provision</u></th> </tr> </thead> <tbody> <tr> <td><u>UA41: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</u></td> <td><u>Through development management process and working in partnership with developers and land owners</u></td> <td><u>28 net additional dwellings and community use (re-provision of existing facilities) by end of 2026/27</u></td> <td> <u>Net additional dwellings completed</u>   <u>Net additional affordable dwellings completed</u>   <u>Size and type of new dwellings completed by location</u>   <u>Area of floorspace (SqM, net) for community use</u> </td> <td><u>2025/26</u></td> </tr> </tbody> </table>	<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	<u>UA41: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>28 net additional dwellings and community use (re-provision of existing facilities) by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for community use</u>	<u>2025/26</u>	To ensure the effectiveness of the policy
<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.																	
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<u>UA41: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</u>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>28 net additional dwellings and community use (re-provision of existing facilities) by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for community use</u>	<u>2025/26</u>														

		<b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>										
<b>Policy UA44: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA</b>												
MM195	Introduction, p.228	<b>Proposal reference: UA424</b> <b>Site address: Woking Football Club, Westfield Avenue, Woking, GU22 9AA</b>	Consequential modification									
MM196	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th colspan="2"><u>Anticipated site yield</u></th> <th><u>Anticipated timescale</u></th> </tr> <tr> <th><u>Residential</u></th> <th><u>Community/Leisure Uses</u></th> <th><u>Retail</u></th> </tr> </thead> <tbody> <tr> <td><u>93</u></td> <td><u>Football stadium with enhanced facilities</u></td> <td><u>Up to 2027</u></td> </tr> </tbody> </table>	<u>Anticipated site yield</u>		<u>Anticipated timescale</u>	<u>Residential</u>	<u>Community/Leisure Uses</u>	<u>Retail</u>	<u>93</u>	<u>Football stadium with enhanced facilities</u>	<u>Up to 2027</u>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
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<u>Residential</u>	<u>Community/Leisure Uses</u>	<u>Retail</u>										
<u>93</u>	<u>Football stadium with enhanced facilities</u>	<u>Up to 2027</u>										
MM197	Amended policy (whole policy)	<p>This 4.64 ha site is allocated for a mixed use development to include a replacement football stadium, residential including Affordable Housing, and <del>commercial</del> retail uses <u>to serve the local community and/or for merchandise directly linked to the Football Club.</u></p> <p>To achieve this, the development must <del>address the following key requirements:</del></p> <ul style="list-style-type: none"> <li>i. <del>Retain a, and improve where feasible, the</del> football stadium <u>at this location</u> as a part of any redevelopment scheme;</li> <li>• <del>Community Infrastructure Levy towards infrastructure provision;</del></li> <li>ii. <del>Contribution-Contribute</del> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>iii. <del>Contribution towards</del><u>Contribute</u> Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 40% to be provided on site;</del></li> <li>iv. <del>Density of development should maximise the efficient use of the site without compromising the general character of the area; Take the opportunities available for improving the character and quality of the area incorporating a high design quality, with visual attractiveness as a result of good architecture, with development footprints, scales and densities that maximise the use of the site whilst respecting adjoining properties, and with strong boundary treatments;</del></li> <li>• <del>Development should provide a range of housing sizes as set out in Core Strategy Policy CS11: Housing mix;</del></li> </ul>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness									

		<ul style="list-style-type: none"> <li><del>• The scale of the development should not detract from the general character and appearance of surrounding streets;</del></li> <li><del>• Strong boundary treatments should be designed into the development to respect and enhance local character;</del></li> <li><del>• Design of the development to have regard to the adjacent locally listed building;</del></li> <li>v. <del>The development should directly</del><u>Directly</u> address the street, in particular along Westfield Avenue;</li> <li><del>• Servicing areas should be accommodated within the development to minimise street clutter;</del></li> <li>vi. <del>Building heights should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;</del><u>Be of a height informed by the local context, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</u></li> <li>vii. <del>Be supported by a Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation;</del></li> <li><del>vi.viii. Be supported by a residential, match day and non-match day events Travel Plan to minimise car use to and from the site;</del></li> <li>vii.ix. <del>Appropriate and adequate provision of</del><u>Include appropriate provision for</u> car, coach and cycle parking <u>and servicing within the site</u> <del>in accordance with the adopted car and cycle parking standards but that takes</del> <u>taking</u> into account the site's <u>sustainable-accessible</u> location and <u>will not compromise on the need to avoid adverse</u> highway safety <u>effects</u>;</li> <li>viii.x. <del>Provide effective access arrangements that are safe and suitable for all users, including highway</del> <u>Highway</u> improvements <del>may be required</del> at the junction of the site with Knaphill Road and Westfield Avenue <del>to ensure an effective access arrangement to ensure highway safety</del> <u>if required</u>;</li> <li><del>• A residential, match day and non-match day events Travel Plan will be required;</del></li> <li><del>• Careful site design consideration is required to minimise conflicts between the different land uses;</del></li> <li>xi. <del>Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del></li> </ul>	
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		<p><u>xii. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'very good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;</u></p> <p><u>xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <p><u>xiv. Provide a high standard of amenity for future users and the occupants of adjoining properties, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</u></p> <p><del>ix.</del><u>xv. The development should retainRetain any trees of amenity value, private outdoor amenity space in line with local standards, and include proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;:</u></p> <ul style="list-style-type: none"> <li>● <del>Development should provide outdoor amenity space in line with local standards;</del></li> <li>● <del>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;</del></li> <li>● <del>Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;</del></li> <li>● <del>Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li>● <del>Due to the proximity of the stadium to existing and proposed residential properties the development would need to consider the impacts on noise and light pollution and ensure mitigation measures are implemented to protect residential amenity;</del></li> </ul> <p><u>xvi. Potential for contamination arising from historic or existing use to be advisedConsider any current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</u></p>	
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		<p><del>xvii. Provide a range of housing sizes in accordance with Policy CS11: <i>Housing mix</i>;</del></p> <p><del>xviii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</del></p> <p><del>xix. Minimise conflict between the different land uses through careful consideration of site design. This should include considering any impacts on noise and light pollution from the stadium affecting existing and proposed residential properties, and ensuring mitigation measures are implemented to protect residential amenity;</del></p> <p><del>x.xx. Be supported by an Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</del></p> <p><del>xi.xxi. Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development; Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network;</del></p> <ul style="list-style-type: none"> <li><del>• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</del></li> <li><del>• A Transport Assessment will be required to assess the likely transport impacts;</del></li> <li><del>• A Travel Plan to minimise car use to and from the site;</del></li> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM198	Reasoned Justification (Paragraph 5 onwards)	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p><u>5. Early assessment has identified potential wastewater network capacity constraints in this area. Early consultation with the statutory water and sewerage undertaker for Woking is recommended to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application</u></p> <p><u>6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p><u>7. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (Kingfield Cottage).</u></p>	In the interests of effectiveness

		<p><u>8. The site is considered to be available for redevelopment and is anticipated to yield 93 net additional dwellings, community and leisure facilities (including a replacement football stadium.)</u></p> <p><u>9. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p>					
MM199	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>UA42: Woking Football Club, Westfield Avenue, Woking, GU22 9AA</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>93 net additional dwellings, community and leisure facilities (including a replacement football stadium), and retail use by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Area of floorspace (SqM, net) for community and leisure, and retail uses</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy SA1: Overall policy framework for land released from the Green Belt for development</b>							
MM200	Section B 'Land Released for Development in the Green Belt', p233-235	<p>Land surrounding West Hall, Parvis Road, West Byfleet (Proposal Site <u>GB40GB9</u>) 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. <u>1.72 hectares of the land designated as Policy GB9A has been set aside to enable the delivery of 15 Traveller pitches up to 2027. The area covered by Policy GB9A is</u></p>				To ensure that the policy is clearly written and unambiguous. Amendments have	

	<p><del>illustrated by the Proposals Map. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of Policy GB9A this part of the site for the development of the pitches will be informed by the phasing arrangement set out in the reasoned justification, take effect from the date of adoption of the DPD.</del></p> <p>Until the land is released for the proposed uses, development will only be acceptable in principle where:</p> <ul style="list-style-type: none"> <li>• it would not prejudice the future development of the site for the proposed uses;</li> <li>• the development is <del>an acceptable</del><u>not inappropriate</u> development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy <u>and the NPPF</u>.</li> </ul> <p><del>It is expected that the release of the remaining part of Policy GB9 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.</del></p> <p>Land adjacent to Egley Road, Mayford (Nursery) (Proposal Site GB7) is allocated for residential development to include both market and Affordable Housing and a school to meet future educational needs of the area and recreational/open space. <u>Part of the land has already been developed for a school, which opened in September 2018. However, the design, layout and landscaping of the residential development of the rest of the site will be required to take into account the desirability of maintaining a sense of visual separation between Mayford and the rest of the urban area: the extent to which this is achieved will be assessed through the development management process.</u><del>The northern part of the site as hatched on the location plan for Policy GB7 is designated as an 'area of local separation' to provide a visual separation between Mayford and the rest of the urban area.</del></p> <p>Until the land is released for the proposed uses, development will only be acceptable in principle where:</p> <ul style="list-style-type: none"> <li>• It would not prejudice the future development of the site for the proposed uses;</li> <li>• The development is <del>an acceptable</del><u>not inappropriate</u> development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy <u>and the NPPF</u>.</li> </ul> <p><del>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</del></p>	<p>also been made to achieve accordance with national policy, to secure effectiveness and to ensure that the policy is justified.</p>
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~~be released for residential development if there is evidence of significant under provision against the housing requirement and there is no indication that the shortfall could be met by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.~~

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

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

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

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

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

Land at Broadoaks, Parvis Road, West Byfleet (Proposal Site ~~GB11~~GB10) is released from the Green Belt and allocated for a mixed use development. ~~to include quality offices and research premises, residential including Affordable Housing and educational facilities. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings.~~ If a case can be justified, the development of the site can come forward from adoption of the Site Allocations DPD. The Council has granted planning permission for the net addition of 177 homes, 75 unit assisted living accommodation, 80 bed care home and 900 sq.m of office floorspace. The permission is being implemented. resolved to

~~grant a planning permission for development on the site, subject to Section 106 agreement being agreed and signed.~~

### **Safeguarded Sites**

Land at:

- Land south of Parvis Road and High Road, Byfleet (Proposal Site GB4)
- Land to the south of Rectory Lane, Byfleet (Proposal Site GB5)
- Woking Garden Centre, Egley Road, Mayford (Proposal Site GB8)
- ~~Land adjacent to Hook Hill Lane, Hook Heath, Woking (Proposal Site GB9)~~

~~are identified as safeguarded land to be released from the Green Belt for development should a future update to the development plan find that the release of sites from the Green Belt is necessary. The sites will remain in the Green Belt until such release is justified and the relevant policies of the development plan and NPPF will be taken into account in the assessment of any development proposals for the sites – as will their status as safeguarded land. released from the Green Belt and safeguarded to meet long term development needs of the Borough between 2027 and 2040. Until the land is released for the development, any development on any of the sites will only be acceptable in principle where:~~

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

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

### **Traveller Sites**

Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2) is released from the Green Belt and allocated for an additional 6 Traveller pitches and a plot for a Traveller transit site from the date of adoption of the Site Allocations DPD. The delivery of the site will be informed by the phasing arrangement set out in the reasoned justification. The Council will seek to ensure that the development of the pitches meets the necessary standards for Travellers accommodation as set out below.

Part of ~~the~~ land surrounding West Hall, Parvis Road (Proposal Site ~~GB10~~GB9A) is allocated for 15 Traveller pitches up to 2027. The release of this part of the site for the development of Traveller pitches will be informed by the phasing arrangement set out in the reasoned justification. ~~take effect from the date of~~

~~adoption of the Site Allocations DPD, subject to any phasing that the Council will introduce to manage the delivery of Traveller pitches~~

~~These sites meet the criteria for allocation set out in Policy CS14: Gypsies, Travellers and Travelling Showpeople of the Core Strategy.~~

~~In accordance with the sequential approach set out in the Council's Green Belt boundary review report, permission in principle will be granted for the permanent use of the following sites for the specified number of pitches. Full planning permission will be required to approve details of any proposal that will come forward. The Council will seek to ensure that the sites meet the necessary standards for Travellers' accommodation. The sites will continue to be washed over by the Green Belt.~~

- ~~• Land to the south of Murrays Lane — 4 temporary pitches;~~
- ~~• Stable Yard, Guildford Road — 1 temporary pitch; and~~
- ~~• Land south of Gabriel Cottage, Blanchards Hill — 1 temporary pitch.~~

~~Stable Yard, Guildford Road, and Land to the South of Gabriel Cottage, Blanchards Hill, are allocated as Traveller sites and would each provide one pitch. The sites are allocated as inserts within the Green Belt and are illustrated on the Proposals Map, in particular as Insets 11 and 12 respectively. Both sites are in existing temporary use as Traveller accommodation. However, full planning permission will be required to approve details of any proposal for the permanent use of the sites for Travellers' accommodation, and the Council will seek to ensure that the development of the site meets the necessary standards for Travellers' accommodation set out below. Given that the sites are allocated as inserts within the Green Belt, very special circumstances justification will not be required in order to approve detailed matters for the permanent use of the sites for Travellers' accommodation.~~

~~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) and the phasing arrangement set out below.~~

~~A new defensible boundary of the Green Belt has been drawn to reflect the Traveller sites allocated in the Site Allocations DPD above proposal at Five Acres. This is illustrated in the site boundaries map shown in Appendix 2. The Proposals Map will be amended to include the new definition of the Green Belt boundary (the existing Proposals Map is available at <http://www.woking2027.info/map>)~~

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

~~All land allocated or safeguarded for release from the Green Belt will be removed from the Green Belt upon adoption of the Site Allocations DPD. Nevertheless the sites will continue to be subject to Green Belt policy until their release for development in line with Policy SA1, the overall policy framework for land released from the Green Belt for development.~~

		<p><u>The development of Traveller sites will be expected to achieve the following design criteria:</u></p> <ul style="list-style-type: none"> <li><u>i. Sites should be provided with adequate access to water, electricity supply, drainage and sanitation;</u></li> <li><u>ii. Sites should be designed to provide enough land per household to accommodate a mobile home, touring caravan and a utility building together with space for parking;</u></li> <li><u>iii. The layout and design of the sites should ensure a degree of privacy for individual households without inhibiting the important sense of community;</u></li> <li><u>iv. Sites should provide safe and suitable access and egress for all users including emergency services vehicles, and refuse collection vehicles;</u></li> <li><u>v. Sites should be safe and inclusive and ensure that crime and disorder and the fear of crime do not undermine quality of life, community cohesion or social inclusion for their occupants and for the occupiers and users of adjacent property and land;</u></li> <li><u>vi. Sites should promote opportunities for healthy lifestyles;</u></li> <li><u>vii. Sites should be well planned or soft landscaped in such a way as to enhance positively the environment and increase its openness.</u></li> </ul> <p><u>Until the above-referenced sites are released for the development of Traveller pitches they will remain subject to national and development plan policies relating to the Green Belt.</u></p>	
MM201	Reasoned justification	<p><b><u>Reasoned justification and Supporting Text:</u></b></p> <ol style="list-style-type: none"> <li><u>1. The Council is committed through the Core Strategy to release land in the Green Belt to meet future housing and infrastructure needs of the Borough but to do so in a managed and timely manner. There are specific sites (GB1, GB7 and <del>GB10</del>GB9) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027. Moreover, and the accommodation needs of Travellers would be met <del>(GB2 and GB10) from the adoption of the DPD to 2027 at sites GB2, and GB9A, Stable Yard, Guildford Road and Land to the South of Gabriel Cottage, Blanchards Hill, which would be released for development for this purpose on the adoption of this plan.</del> These sites are expected to make provision for the delivery of at least 550 new dwellings and 232 pitches.</u></li> <li><u>2. The principle of the timing for the release of the sites for development is in accordance with the spatial strategy for the Borough, which has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, the Council will resist the release of the sites for development prior to 2022 unless otherwise explicitly specified by Policy SA1, and/or as specified. Where the phasing measures outlined in Policy SA1 and the individual policies indicate that a site should be released for development, the Council <del>it will also resist any proposal</del></u></li> </ol>	To ensure that the plan is clearly written and unambiguous. Amendments have also been made to achieve accordance with national policy, to secure effectiveness and to ensure that the policy is justified

that would compromise its ability to provide the uses for which it is allocated. development that will compromise their delivery for future housing provision. Until the sites are released for development, the requirements of the Green Belt policy as set in Policy CS6: *Green Belt* of the Core Strategy will apply along with relevant national policy.

3. The Council has a responsibility to meet the housing needs of all sections of the community including Gypsies and Travellers and Travelling Showpeople. A Travellers Accommodation Assessment (2013) has been carried out, which justifies a need for 19 pitches between 2012 and 2027. This is equivalent to an annual average pitch supply of 1.3 pitches. Two sites (Proposal Sites GB2 and GB940A) are allocated/identified to enable the provision of 21 pitches in this period. In addition, Stable Yard, Guildford Road and Land to the South of Gabriel Cottage, Blanchards Hill have been allocated as inserts within the Green Belt to enable the provision of only one pitch on each of the sites. In addition, permission in principle will be granted for the permanent use of the Borough's three temporary Traveller sites at Murrays Lane, land south of Gabriel's Cottage (Blanchards Hill) and Stable Yard (Guildford Road). The Council will manage the delivery of all of the sites to ensure that there is a steady delivery of pitches during the plan period. Any over or under supply of pitch provision will be avoided where possible. The Council will be working in partnership with the Gypsy and Travellers communities 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 237 pitches that have been identified to meet future need up to 2027 takes into account any retrospective unmet need since 2012 that was not picked up by the 2006 Gypsy and Travellers Accommodation Assessment. The sites will be released for development after the adoption of the Site Allocations DPD and will be informed by the delivery arrangement set out below. The Council has identified sufficient land to enable it to manage delivery well into the next plan period (taking into account delivery to date land is needed for 1822 pitches up to 2027, however, land has been identified for 2327 pitches).}

4. The Council will manage the delivery of the Traveller pitches in accordance with the following indicative phasing arrangement:

<u>Year</u>	<u>Cumulative projected delivery</u>	<u>Indicative phasing of sites</u>
<u>2018/19</u>	<u>-8.3</u>	
<u>2019/20</u>	<u>-5.6</u>	<u>4 permanent pitches approved at land south of Murray's Lane</u>

<u>2020/21</u>	<u>0.1</u>	<u>6 pitches to be delivered at GB2. Planning application has been submitted to be determined.</u> <u>1 pitch to be delivered at Land to the South of Gabriel Cottage</u>
<u>2021/2022</u>	<u>-0.2</u>	<u>1 pitch to be delivered at Stable Yard, Guildford Road</u>
<u>2022/2023</u>	<u>13.5</u>	<u>15 pitches to be delivered at land surrounding West Hall (GB9A)</u>

5. The opportunity to provide a transit site for Travellers is allocated at Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2).
6. Any proposals for Traveller pitches on non-allocated sites elsewhere in the Green Belt will be assessed on the basis of the relevant national and local policies. In particular, the Government's Planning Policy for Traveller Sites makes it clear that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development and should not be approved, except in very special circumstances.
7. Policy CS16 of the Core Strategy emphasises the importance for development to be supported by adequate infrastructure. There is an increasing need for a secondary school that will be exacerbated by future housing growth in the area, including the future housing development of the allocated Green Belt sites. Part of the former nursery land adjacent to Egley Road, Mayford (Proposal Site GB7) has been allocated for the provision of a secondary school. The Council has worked with Surrey County Council and the Department for Education (Education Funding Agency) to ensure that there is a satisfactory case to justify the timing of the release of the site for development. The site ~~now~~ has now been delivered for a secondary school and a leisure centre. The school opened in September 2018.
8. 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 (GB4, GB5 and GB8) as identified above to meet future development needs ~~by~~ between 2027 ~~if the need to release land from the Green Belt is justified by future updates to-~~ the Core Strategy and/or the Site Allocations DPD, 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 appropriate use in the Green Belt in line with the requirements of Policy CS6 of the Core Strategy and the NPPF; and their status as safeguarded sites will also be taken into account in the assessment of any planning applications that may come forward.- 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.~~

~~9. Broadoaks (Proposal Site GB14GB10) is identified in the Core Strategy as a Major Developed Site in the Green Belt to deliver quality office and/or research premises. In accordance with the Core Strategy, the Council has also been open to the consideration of alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough. The Core Strategy requests the Council to keep the site under review when preparing the Site Allocations DPD. In line with the recommendations of the Green Belt boundary review report, the site is released from the Green Belt and allocated as an employment-led mixed use site to include quality office and research premises, education facilities, and residential uses and including housing to meet the accommodation needs of the elderly. It is anticipated that the flexibility introduced into the acceptable uses on the site will have enabled it to come forward to deliver much needed housing and at the same time achieve the economic objectives of the Core Strategy. The site has planning permission, which is being now being implemented, for the net addition of 177 homes, 75 unit assisted living accommodation, 8 bed care home and 900 sq.m of office floorspace. There will be no time restriction on when the site could come forward for development during the plan period, and the Council will work in partnership with a prospective developer to facilitate comprehensive delivery of the whole site. The site has planning permission for a school and residential development that was justified on special circumstances grounds. The planning permission has not yet been implemented. The use of any part of the land for educational facilities will have to be justified by need. There is a resolution to grant planning permission for residential development, including Affordable Housing and specialist accommodation (C2 use class) and a new office subject to a Section 106 Agreement being agreed.~~

~~10. The proposed changes will lead to changes to the Green Belt boundary. A new defensible boundary has been drawn to reflect that. This is reflected in the maps in Appendices 2 and 3 and is illustrated on the Updated Proposals Map.~~

**Proposal Sites**

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

MM202	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS6 Green Belt; CS10 Housing provision and distribution; CS14 Gypsy, Traveller and Travelling Showpeople.				
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>SA1: Overall policy framework for land released from the Green Belt for development</b>	Through the delivery of policies set out in GB1, GB2, GB7, GB9, GB9A and GB10	As set out under the specified policies	As set out under the specified policies		As set out under the specified policies
		<b>Potential action depending on monitoring outcomes may include:</b> Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocations.					
<b>Policy GB1: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ</b>							
MM203	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated Site Yield</b>			<b>Anticipated timescale</b>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).	
		Residential 93			2022-2024		
MM204	Amended policy (whole policy)	<p>All land previously designated as Green Belt that falls within this 2.65ha site is excluded from the Green Belt. The Site is allocated for residential, including Affordable Housing between 2022 and 2027, in accordance with Policy SA1. <del>To achieve this, the development must address the following key requirements:</del></p> <p><u>Key Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <p>i. <del>The developer will contribute</del> <u>Contribute</u> to the provision of essential transport infrastructure related to the mitigation of <del>necessary to mitigate</del> the impacts of the development of this site, <del>in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management</del></p>				To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness	

~~process and which will be~~ informed by a Transport Assessment at the development management stage. In particular, Potential issues to be addressed the Transport Assessment should address include:

- a. The development's ~~impacts-effects~~ upon Brookwood Crossroads;
- b. The ~~development should extend the~~extension of the south side of Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
- c. ~~The a~~Appropriate ~~and adequate~~ provision ~~of for car, and cycle~~ parking and servicing in accordance with the adopted car and cycle parking standards but that takes within the site taking into account the guidance of the Parking Standards SPD, the site's sustainable accessible location and will not compromise on the need to avoid adverse highway safety effects;
- d. ~~Improvement to the p~~Provision of cycle routes.

~~In addition:~~

- ii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site, whilst reflecting the development grain of nearby development in a way that is sympathetic to the prevailing Development should respect the local character and adjacent uses;
  - ~~Density of development should maximise the efficient use of the site without compromising the general character of the area;~~
  - ~~Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;~~
- iii. ~~Contribution-Contribute~~ towards Affordable Housing provision in accordance with Policy CS12: Affordable ~~h~~Housing of the Core Strategy, in this case 50% to be provided on site;  
Development to include on-site green infrastructure/open space;
- iv. ~~Contribution-Contribute~~ towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- v. ~~The development is adjacent to Flood Zones 2 and 3. Development proposals will be required to be accompanied~~Be supported by a Flood Risk Assessment as the site is adjacent to an area shown on the Environment Agency Risk of Surface Water Flooding Maps. This should to demonstrate the existing and future surface water flood risk to the site and how the risk will not

		<p><u>be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections; that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9— Flooding and Water Management);</u></p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> </ul> <p>vi. <u>Apply a sequential approach to the layout of development on the site to safely manage the residual risk of flooding and inform the siting of Development to meet relevant Sustainable Drainage Systems (SuDS) and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk. SuDS should be incorporated in accordance with both Core Strategy Policy CS9: Flooding and water management and taking into account the council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>; requirements at the time of planning application for the development of the site;</u></p> <p>vii. <del>Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity, for example a landscape buffer. Be supported by A a Noise Impact Assessment, which takes into account the proximity of the site to the railway line, and informs any mitigation measures necessary to protect the residential amenity of future occupants would be required;</del></p> <p>viii. <u>Consider current or hHistorical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency of the site, and make provision for appropriate investigation and any necessary remediation;</u></p> <ul style="list-style-type: none"> <li>● <del>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;</del></li> <li>● <del>Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> </ul> <p>ix. <u>Be supported by aAn archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation of the Core Strategy;</u></p>	
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		<p><del>x. 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; in order to:</del></p> <ul style="list-style-type: none"><li><del>a. Retain any trees of amenity value on the site, and avoid harm to trees over the site boundary;</del></li><li><del>b. Inform a design and layout that incorporates open space, green infrastructure and appropriate landscaping;</del></li><li><del>c. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including the adjacent Site of Nature Conservation Importance</del></li></ul> <ul style="list-style-type: none"><li><del>• Incorporate 'Optional requirement M4 (2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i> of the Core Strategy;</del></li><li><del>• Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> of the Core Strategy and taking into account the Climate Change SPD.</del></li></ul> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward</del></p> <p><del>Footnote x: The guidance note can be accessed at: <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
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MM205	Reasoned Justification	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <ol style="list-style-type: none"> <li>1. This site is accessibly situated on the eastern edge of, but predominantly outside of, the urban area of Brookwood village. Part of the site is previously developed land, including derelict glasshouses. The site's northern boundary fronts onto Brookwood Lye Road, with the main line railway on its south edge. The Green Belt <del>B</del>oundary <del>R</del>eview (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need.</li> <li>2. It is anticipated that the site could yield 93 dwellings (calculated at a density of 35 dph). The site has good access to Brookwood Station and local services by foot and by bicycle.</li> <li>3. <u>Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></li> <li>4. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></li> <li>5. <u>The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></li> </ol>				In the interests of effectiveness															
MM206	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th data-bbox="555 858 741 951"><u>Monitoring</u></th> <th colspan="4" data-bbox="741 858 1771 951"><u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</th> </tr> <tr> <th data-bbox="555 951 741 1075"><u>Policy</u></th> <th data-bbox="741 951 987 1075"><u>How will the policy be delivered?</u></th> <th data-bbox="987 951 1189 1075"><u>Anticipated rate of delivery</u></th> <th data-bbox="1189 951 1491 1075"><u>How will the policy be monitored?</u></th> <th data-bbox="1491 951 1771 1075"><u>Key dates to trigger potential action if there is significant under-provision</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="555 1075 741 1375"><u>GB1 Land south of Brookwood Lye Road, Brookwood, GU24 0EZ</u></td> <td data-bbox="741 1075 987 1375">Through development management process and working in partnership with developers and land owners</td> <td data-bbox="987 1075 1189 1375">93 net additional dwellings by end of 2023/24</td> <td data-bbox="1189 1075 1491 1375"> <u>Net additional dwellings completed</u>   <u>Net additional affordable dwellings completed</u>   <u>Size and type of new dwellings completed by location</u> </td> <td data-bbox="1491 1075 1771 1375">2025/26</td> </tr> </tbody> </table>				<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>	<u>GB1 Land south of Brookwood Lye Road, Brookwood, GU24 0EZ</u>	Through development management process and working in partnership with developers and land owners	93 net additional dwellings by end of 2023/24	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>	2025/26	To ensure the effectiveness of the policy
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		<b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>		
<b>Policy GB2: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD</b>				
MM207	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>	<b>Anticipated timescale</b>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<b>Residential</b> <u>6 additional traveller pitches and 1 plot for a traveller transit site</u>	<u>2020/21</u>	
MM208	Amended policy (whole policy)	<p>This 0.61 ha site is excluded from the Green Belt and is allocated for 6 additional pitches, further to the 13 existing permanent pitches on this and the adjacent site, to meet the needs of Travellers and a plot for a Traveller transit site from adoption of the DPD (up to 2027), in accordance with Policy SA1.</p> <p><u>Key Requirements:</u></p> <p><u>To achieve this, the development must address the following key requirements</u><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>i. <del>The developer will</del><u>Contribute</u> <del>contribute</del> to the provision of essential transport infrastructure <del>related to the necessary to</del> <u>mitigate</u> <del>ion</del> of the impacts of the development of this site. <del>The exact nature of these site specific requirements will be identified through the development management process and,</del> <u>which will be</u> informed by a Transport Statement <u>at the development management stage.</u> <del>Potential issues to be addressed include</del><u>In particular, the Transport Statement should consider:</u> <ul style="list-style-type: none"> <li>a. The development's <del>impacts upon</del><u>effects on</u> Brookwood Crossroads;</li> <li>b. <del>The a</del><u>Appropriate and adequate</u> <del>provision of for</del> car, <del>and</del> cycle parking <u>and servicing within the site that takes taking</u> into account the site's <del>sustainable</del> <u>accessible</u> location and <del>will not compromise on the need to avoid adverse</del> <u>highway safety effects</u>;</li> <li>c. The <del>development should</del> <u>extension of</u> the south side <u>of</u> Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;</li> <li>d. <del>The p</del><u>Provision of</u> <del>Improvement to</del> cycle routes.</li> </ul> </li> </ul> <p><u>In addition:</u></p> <ul style="list-style-type: none"> <li>ii. <del>Development should meet all necessary design standards and requirements for Travellers' accommodation and should reflect good practice, including the provision of amenity space and other facilities</del><u>Meet the design criteria for Traveller sites set out in Policy SA1 of this plan;</u></li> </ul>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness

		<ul style="list-style-type: none"> <li>● <del>Contribution towards infrastructure delivery in accordance with any site specific requirements that will be identified during the development management process (or any potential future review of the CIL charging schedule)</del></li> <li>● <del>Development to include on-site green infrastructure/open space/amenity space;</del></li> <li>iii. <del>Contribution</del> <u>Contribute</u> towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</li> <li>iv. <del>The development is partly within Flood Zones 2 and 3. Proposals will be required to be accompanied by a comprehensive</del> <u>Be supported by a Flood Risk Assessment as the site is adjacent to an area shown on the Environment Agency Risk of Surface Water Flooding Maps. This should demonstrate 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. This should take into account the most up to date climate change projections, that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – Flooding and Water Management);</u></li> <li>v. <u>Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDS and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;</u></li> <li>● <del>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;</del></li> <li>v.vi. <u>Have a design that mitigates impact on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council’s guidance supporting the provision of a <i>Surface Water Drainage Statement</i>*; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;</u></li> <li>vi.vii. <del>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</del> <u>Be supported by a Noise Impact Assessment which takes into account the proximity of the site to the railway line, and informs any mitigation measures necessary to protect the residential amenity of future occupants would be required;</u></li> <li>iii.viii. <del>Consider current or h</del> <u>Historical</u> <del>contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any</del></li> </ul>	
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		<p><del>development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Visual or testing assessment is recommended of the site, and make provision for appropriate investigation and any necessary remediation;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>ix. The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and – informed</del><u>Be supported</u> by landscape, ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines;<del>in order to:</del></p> <ol style="list-style-type: none"> <li><del>a. Retain any trees of amenity value on the site, and avoid harm to trees over the site boundary;</del></li> <li><del>b. Inform a design and layout that incorporates open space, green infrastructure and appropriate landscaping – in accordance with design criterion (vi) of Policy SA1 of this plan ;</del></li> <li><del>c. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including the adjacent Site of Nature Conservation Importance</del></li> </ol> <ul style="list-style-type: none"> <li><del>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul> <p><del>Footnote x: The guidance note can be accessed at: <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM209	Reasoned Justification (all paragraphs)	<p><del>Reasoned justification</del><u><b>Justification and Supporting Text:</b></u></p> <ol style="list-style-type: none"> <li><del>1. This site is situated on the eastern edge of, but predominantly outside of, the urban area of Brookwood village, with good access to Brookwood Station and local services by foot and bicycle, and is partially comprised of an existing traveller site. – The site's northern boundary fronts onto faces</del> Brookwood Lye Road, with the main line railway to the south.</li> <li><del>2. The site has good access to Brookwood Station and local services by foot and by bicycle.</del></li> <li><del>3. The site is partially comprised of an existing traveller site.</del> It is anticipated that the site will yield 6 additional Traveller pitches and make provision for a Traveller transit site, <u>and thus assist in meeting the identified needs of Travellers up to 2027.-</u></li> <li><del>4. Adjacent land at Coblands Nursery</del>South of Brookwood Lye Road is proposed for <del>release removal</del> from the Green Belt <del>for development between 2022 and 2027</del><u>upon adoption of the Site Allocations DPD</u> (see Proposal Site GB1). For this reason the release of this land from the Green</li> </ol>	In the interests of effectiveness

		<p>Belt from <del>2016-2020</del> would not result in an isolated urban site <del>within the Green Belt in the longer term.</del></p> <p><u>5. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p><u>6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p><u>7. A contribution towards infrastructure delivery may be required subject to any site specific requirements being identified during the development management process (or any potential review of the CIL Charging schedule). In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</u></p> <p><del>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.</del></p>					
MM210	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS14 Gypsy, Traveller and Travelling Showpeople.</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>GB2: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD</u></b>	<u>Through development management process and working in partnership with developers, the Travellers community and land owners</u>	<u>6 net additional traveller pitches and 1 plot for a traveller transit site by end of 2026/27 in accordance with delivery arrangements set out in Policy SA1</u>	<u>Net additional pitches for travellers delivered in accordance with timescales set out by the delivery arrangements of Policy SA1</u>		<u>2024/25</u>
<b><u>Potential action depending on monitoring outcomes may include:</u></b>							

		<u>Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>	
<b>Policy GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL</b>			
MM211	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated use and development</u>	<u>Anticipated timescale</u>
		<u>Community Use</u>	<u>For the remainder of the plan</u>
		<u>Cemetery and ancillary facilities</u>	<u>period</u>
MM212	Amended policy (whole policy)	<p>This 147.12 ha <u>Green Belt</u> site is allocated for use as <u>a</u> cemetery, crematorium and other forms of disposal; <u>for</u>, conservation and enhancement of the historic assets of the site; <u>and for</u>, creation of <u>appropriate ancillary facilities</u> <del>visitor facilities</del> <u>and including provision for visitors</u>, a museum and display space to explain all matters related to death and operational facilities such as secured storage.</p> <p><u>Key requirements</u></p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <ul style="list-style-type: none"> <li><u>i. Any development associated with the cemetery buildings or alteration to the use and layout of the wider site should preserve Use of site for infrastructure needs and site layout to pay regard to heritage assets and pay regard to their settings; contribute towards removing the site from the 'Heritage At Risk' register; and take full account of the Conservation Framework prepared for the site in partnership with Historic England;</u></li> <li><u>ii. Proposals should demonstrate how the development will preserve the openness of the Green Belt and not conflict with the purposes of including land within it;</u></li> <li><u>iii. A Masterplan will be required to guide the development of the site which, in addition to the matters identified in criteria (i) and (ii) above, will need to address:</u> <ul style="list-style-type: none"> <li><u>a. The southern portion of the site's location within the Thames Basin Heaths Special Protection Area (SPA): consideration should therefore be given to potential impacts of development on the SPA, and site design should be informed by any identified mitigation measures;</u></li> <li><u>b. The site's location within a Biodiversity Opportunity Area and partly within an SNCI, and the potential of the site to contribute towards biodiversity enhancement and habitat creation: detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network;</u></li> </ul> </li> </ul>	<p>To ensure consistency with other policies in this plan and in the interests of effectiveness.</p> <p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness. To ensure accordance with the Framework.</p>

		<p><del>c. Retention and enhancement of public rights of way</del> <u>Accessibility via pedestrian links and enhancement of these routes;</u></p> <p><del>d. Incorporation of waste facilities to service the site</del> <u>facilities and open space;</u></p> <p><del>e. Excessive</del> <u>How any external lighting is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution from glare or spillage to prevent impacts on</u> <del>lighting to be avoided and designed to have regard to impact on landscape and biodiversity, in accordance with Policy DM7: Noise and light pollution;</del></p> <ul style="list-style-type: none"> <li>• <del>Retain and enhance habitats and landscape features which have biodiversity value;</del></li> </ul> <p><del>f. Retain protected</del> <u>How any trees (TPO) and tree belts of amenity and/or environmental significance on and adjacent to the site, including protected trees, will be retained and and strengthened, with planting to enhance the sites landscape character;</u></p> <ul style="list-style-type: none"> <li>• <del>Built structures should not have a negative impact on the purposes and openness of the Green Belt, the landscape setting or the heritage designations of the site;</del></li> <li>• <del>English Heritage should be consulted;</del></li> <li>• <del>Proposals should seek to protect and or enhance the heritage assets on the site with the aim of removing the site from the 'Heritage at risk' register;</del></li> <li>• <del>The southern section of the site is within the Thames Basin Heath Special Protection Area (SPA). Careful consideration should be taken of the impact of development within or adjacent to this area. Natural England should be consulted;</del></li> <li>• <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul>	
MM213	Reasoned Justification (all paragraphs)	<p><b>Reasoned <del>justification</del> <u>Justification and Supporting Text:</u></b></p> <ol style="list-style-type: none"> <li><u>1. The site will continue to be washed over by the Green Belt. As an existing cemetery the site has the necessary capacity to meet the Borough's needs over the Plan period and beyond.</u></li> <li><u>2. The site is subject to numerous heritage, landscape, and ecological designations, and any works or development on the site will have to pay regard to these in accordance with the heritage and nature conservation policies of the development plan and the NPPF. Brookwood Cemetery is a Conservation Area and Grade I Listed Park and Garden, containing numerous nationally and locally listed buildings and structures. The site is also adjacent to Pirbright Conservation Area. Proposals for development would greatly benefit from early engagement with Historic England, Natural England, and Surrey Nature Partnerships given the site's status</u></li> </ol>	In the interests of effectiveness

		<p><u>as a 'Heritage at Risk' asset; the presence of the Thames Basin Heaths SPA; and the site's location within both the Biodiversity Opportunity Area TBH04: Ash, Brookwood and Whitmoor Heaths, and an SCNI. Any works or development on the site should also pay regard to the Brookwood Cemetery Management Plan prepared by Surrey Wildlife Trust</u></p> <p><u>3. The groundwater in the Bagshot Beds Aquifer to the south west of the site may be shallow. Since burials should not be in groundwater, the proposals should be informed by a study of the maximum seasonal depth of groundwater to determine the extent of the site that would be suitable for burials.</u></p> <p><u>4. In addition to the key requirements set out above, any development or redevelopment of the site would have to meet all other relevant requirements of the development plan, including DM13: Buildings in and adjacent to the Green Belt, unless material considerations indicate otherwise.</u></p> <p><u>The site is currently on the Heritage at Risk Register and the Council as a landowner are working with the relevant organisations to protect and enhance the site. Any works or development on the site will have to pay regard to the various landscape and heritage designations.</u></p>																					
MM214	New monitoring table (under Delivery arrangements)	<table border="1"> <thead> <tr> <th><u>Monitoring</u></th> <th colspan="4"><u>Key Core Strategy policy monitoring indicators:</u></th> </tr> <tr> <td></td> <td colspan="4"><u>CS17 Open Space, Green Infrastructure, sport and recreation; CS20 Heritage and conservation</u></td> </tr> <tr> <th><u>Policy</u></th> <th><u>How will the policy be delivered?</u></th> <th><u>Anticipated rate of delivery</u></th> <th><u>How will the policy be monitored?</u></th> <th><u>Key dates to trigger potential action</u></th> </tr> </thead> <tbody> <tr> <td><u>GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL</u></td> <td><u>Through improvements managed by the Council Asset Management team; the development management process, and working in partnership with land owners and key agencies such as Historic England, Natural</u></td> <td><u>Cemetery and cremation facilities, visitor facilities (including a museum and display space) and conservation and enhancement of historic assets (Conservation Area, Grade I Listed Park and Garden and 'Heritage at Risk' asset) by end of 2026/27</u></td> <td><u>Delivery of specific proposals in accordance with the Brookwood Cemetery Management Plan</u>  <u>Conservation and enhancement of historic assets, including removal of the site's status as a 'Heritage at Risk' asset</u></td> <td><u>2025/26</u></td> </tr> </tbody> </table>	<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u>					<u>CS17 Open Space, Green Infrastructure, sport and recreation; CS20 Heritage and conservation</u>				<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated rate of delivery</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action</u>	<u>GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL</u>	<u>Through improvements managed by the Council Asset Management team; the development management process, and working in partnership with land owners and key agencies such as Historic England, Natural</u>	<u>Cemetery and cremation facilities, visitor facilities (including a museum and display space) and conservation and enhancement of historic assets (Conservation Area, Grade I Listed Park and Garden and 'Heritage at Risk' asset) by end of 2026/27</u>	<u>Delivery of specific proposals in accordance with the Brookwood Cemetery Management Plan</u>  <u>Conservation and enhancement of historic assets, including removal of the site's status as a 'Heritage at Risk' asset</u>	<u>2025/26</u>	To ensure the effectiveness of the policy
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		<a href="#">England, Surrey Nature Partnerships and Surrey Wildlife Trust.</a>				
<b>Potential action depending on monitoring outcomes may include:</b> <a href="#">Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</a>						
<b>Policy GB4: Land south of Parvis Road and High Road, Byfleet, KT14 7QL</b>						
MM215	Amended policy (whole policy)	<p>This 5.83 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.</p> <p><del>The site would only be released for development key requirements for developing the site will be set out as part of the review of should an update to the Core Strategy indicate that further land outside of the urban area would be needed to meet its requirements. Key requirements for any development of the site would be set out as part of an updated and/or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and/or the Site Allocations DPD.</del></p>				To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness. To ensure accordance with the Framework.
MM216	Reasoned Justification (all paragraphs)	<p><b>Reasoned justification Justification and Supporting Text:</b></p> <p>1. <del>The</del>is 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 <del>boundary review</del> <a href="#">Boundary Review</a> (GBBR) <del>finds describes</del> the site <del>as highly to be</del> suitable for removal from the Green Belt.</p> <p><del>Whilst significant constraints affect the western portion of the site, notably substantial electricity infrastructure (pylons) and noise from the M25, the eastern part of the site south of the existing building line is considered suitable for residential development. Use of the remaining land to the west will retain its open nature and assist in buffering Byfleet from the M25.</del></p> <p><del>Together with other land assessed by the GBBR in Parcel 6, this site forms part of a larger site, which could be comprehensively master-planned to maximise development and environmental quality and deliver against the objectives of the Core Strategy. As a whole the sites provides the opportunity to deliver additional open space and recreation land and new residential.</del></p>				In the interests of effectiveness

		2. <del>Should updates to the Core Strategy and/or Site Allocations DPD find the release of the land for development necessary, estimates of the Estimated capacity of the site, given would take into account both the site's good accessibility to local services in Byfleet Local Centre, and significant constraints to the west of the site – notably the substantial electricity infrastructure (pylons) and noise from the M25, Any potential to masterplan the site to maximise development and improve environmental quality would be considered, if necessary, as part of updates to will be determined as part of the review of the Core Strategy and/or the Site Allocations DPD review.</del>	
MM217	New monitoring sub-heading	<del>Safeguarded sites will be monitored if they are brought forward in the next plan period, following updates to either the Core Strategy and/or the Site Allocations DPD</del>	In the interests of effectiveness
<b>Policy GB5: Land to the south of Rectory Lane, Byfleet, KT14 7NE</b>			
MM218	Amended policy (whole policy)	This 4.40 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.  <del>The site would only be released for development should an update to key requirements for developing the site will be set out as part of the review of the Core Strategy and/or the Site Allocations DPD to be informed by up to date evidence at the time indicate that further land outside of the urban area would be needed to meet its requirements. Key requirements for any development of the site would be set out as part of an updated . Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and/or the Site Allocations DPD – but would need to avoid development of the element of the site in the ownership of the church, which is required to provide additional burial land.</del>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness. To ensure accordance with the Framework.
MM219	Reasoned Justification	<b>Reasoned <del>justification</del> Justification and Supporting Text:</b>  1. This site adjoins the existing urban area of Byfleet to the north, close to the line of the M25 and to the immediate south of Rectory Lane. It comprises a large flat paddock with trees and hedges on its boundaries, accessed via a bridle way. The Green Belt boundary review (GBBR) describes the site as highly suitable for removal from the Green Belt.  2. <del>Should an update to Estimated capacity of the site, given the sites good accessibility to local services in Byfleet Local Centre, will be determined as part of the review of the Core Strategy and/or the Site Allocations DPD find the release of land for development necessary, estimates of its capacity would take into account both the portion of the site in the church's ownership set aside for burial land, and the site's good accessibility to local services in Byfleet Local Centre.</del>	In the interests of effectiveness

MM220	New monitoring sub-heading	<u>Safeguarded sites will be monitored if they are brought forward in the next plan period, following the review of updates to either the Core Strategy and/or the Site Allocations DPD</u>		In the interests of effectiveness
<b>Policy GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH</b>				
MM221	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>		To ensure consistency with other policies in this plan and in the interests of effectiveness.
		<b>Infrastructure</b>		
		<u>Junction upgrade and improvements to side roads</u>		
		<b>Anticipated timescale</b>		
		<u>Up to 2027</u>		
MM222	Amended policy (whole policy)	<p><del>Land</del> <u>This 1.14ha Green Belt site is allocated for essential infrastructure, including;</u> a proposed junction upgrade and improvements to side roads at the Six Crossroads roundabout.</p> <p><u>Key requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del> <u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>i. Carry out a project</del> <u>Provide a site specific Habitats Regulation Assessment, given the site's proximity to the Special Protection Area;</u></li> <li><del>ii. The site is adjacent to a SSSI and SNCI. Any proposals should conduct</del> <u>Be supported by a landscape and ecological surveys in order to:</u> <ul style="list-style-type: none"> <li><del>a. Contribute to the protection, enhancement and management</del> <u>-to determine the levels- of local biodiversity and nature conservation, including the adjacent Site of Special Scientific Interest (SSSI), Site of Nature Conservation Importance (SNCI) and the wider Biodiversity Opportunity Area (BOA) within which -valuable landscape features on- the site and the impacts on environmentally sensitive areas is located;</u></li> <li><del>b. Identify</del> <u>The site is within a Biodiversity Opportunity Area (BOA). Any proposals should consider</u> opportunities to achieve BOA objectives including restoration and creation of Heathland and Acid Grassland <u>in liaison with- Surrey Wildlife Trust- Surrey Nature Partnerships should be consulted;</u></li> </ul> </li> <li><del>• 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;</del></li> <li><del>iii. Incorporate relevant sustainable c</del> <u>Construction standards at the time of the planning application including phase to have regard to- the sustainable use and re-use of resources and the</u></li> </ul>		To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness. To ensure accordance with the Framework.

		<p>reduction and recycling of waste <u>in accordance with Policy CS22: Sustainable construction; the National Planning Policy for Waste; and taking into account the Climate Change SPD produced;</u></p> <p><u>ii.iv. Preserve the openness of the Green Belt and not conflict with the purposes of including land within it.</u></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p>	
MM223	Reasoned Justification (paragraphs 1, 3-5)	<p><b>Reasoned <del>justification</del>Justification and Supporting Text:</b></p> <ol style="list-style-type: none"> <li>1. The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy (2014) &amp; Forward Programme (2018) (LTS) <del>(September 2014)</del> identifies the Six Crossroads roundabout as a key junction, both in the immediate area and the wider Woking transport network. It is located to the north of Woking on the A320 and A245 corridors and is the point where the A245, A320 and Monument Road converge.</li> <li>2. The A320 Corridor Study: Feasibility Study Final Report (April 2018) identifies that during the PM peak of the 2017 base year, the A320 North and South approach, the Monument Road approach and the A245 West approach were operating over theoretical capacity. The study identifies measures of mitigation to address and/or mitigate the existing situation and potential impacts arising from planned future development.</li> <li>3. 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. <del>(as illustrated in the LTS Annex).</del></li> <li>4. <del>Proposed allocation GB6</del>The site lies adjacent to the <u>Thames Basin Heaths SPA</u>. The <u>Site Allocations DPD Habitats Regulations Assessment (HRA) Report highlights that the project would involve upgrade of the existing road junction and therefore there is</u> identifies potential for disturbance and reduced air quality <del>on the adjacent SPA</del> as a result of the construction process <u>associated with development of the site</u>. It recommends that a <del>project-site</del> specific HRA is undertaken for <del>this any</del> development <u>at this site</u>. <u>Natural England will be engaged to agree a project timetable that will allow the effective and efficient delivery of the scheme whilst protecting the integrity of the SPA. should it be approved. This is reflected as a key requirement in the allocation above.</u></li> <li>5. <u>Proposals for development would greatly benefit from early engagement with Surrey Nature Partnerships given the site's location within and adjacent to important designated sites for biodiversity and nature conservation.</u></li> </ol>	In the interests of effectiveness

		<p><del>6. This land would remain in the</del> The site will continue to be washed over by the Green Belt. In addition to the key requirements set out above any redevelopment of this site for essential infrastructure would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.</p>					
MM224	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS18 Transport and accessibility</u>			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH</b>	Through development management process and working in partnership with developers, land owners, Surrey County Council Highways Authority and Natural England	Transport infrastructure: junction upgrade and improvements to side roads by end of 2026/27	Transport infrastructure improvement completed  Average journey time per mile during morning peak on major routes in the Borough		<u>2025/26</u>
		<b>Potential action depending on monitoring outcomes may include:</b> <u>Review of transport assessment; Compulsory Purchase; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>					
<b>Policy GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL</b>							
MM225	Introduction, p.263 and p.264	[Replace site map and aerial photo map with those at Appendix C]				Consequential modification to ensure that the geographical implications of the allocation are accurately depicted.	

MM226	New anticipated timescales and uses table (beginning of policy)	<u>Anticipated site yield</u>		<u>Anticipated timescale</u>	To ensure consistency with national policy (in particular paragraph 73 of the Framework).
		<u>Residential</u>	<u>Recreational/open space</u>	<u>2023-2025</u>	
		118			
MM227	Amended policy (whole policy)	<p>This 18.65 ha site is excluded from the Green Belt and allocated for a mixed use development to include residential including Affordable Housing and recreational/open space between 2022 and 2027, in accordance with Policy SA1, <del>and for a school to be developed during the Plan Period when a need can be justified and a special circumstances case can be established.</del></p> <p><del>The northern part of the site which is hatched on the location plan is designated as an area of local separation to provide a visual gap between Mayford and the rest of the urban area. This part of the site is not for built development. Part of the land has already been developed for the school, which opened in September 2018. However, the design, layout and landscaping of the residential development of the rest of the site will be required to take into account the desirability of maintaining a sense of visual separation between Mayford and the rest of the urban area: the extent to which this is achieved will be assessed through the development management process.</del></p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements. Development of the site will also be required to:</del></p> <ul style="list-style-type: none"> <li><del>• Density of development to the south of the site should maximise the efficient use of the site without compromising the general character of the area;</del></li> <li><del>• 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;</del></li> <li><del>• 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;</del></li> <li><del>• Sensitive handling of site topography;</del></li> <li><del>• Any flood lighting should be sensitively designed to minimise impact in landscape/townscape terms. Screening/bunding to create a buffer between the development, railway and the escarpment landscape beyond;</del></li> </ul>			<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness.</p> <p>To ensure that the policy is justified.</p>

- ~~This site features an Area of High Archaeological Potential in the north of the site. To ensure full information about heritage and archaeology informs its development, the developer will need to undertake an archaeological investigation and submit full details of this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;~~
- ~~Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;~~
- i. ~~The developer will contribute~~Contribute to the provision of essential transport infrastructure ~~related to the mitigation of necessary to mitigate~~ the impacts of the development of ~~this the~~ site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. ~~The exact nature of these site specific requirements will be identified through the development management process and which will be~~ informed by a Transport Assessment at the development management stage. In particular, the Transport Assessment should consider: Potential issues to be addressed include:
  - a. ~~new site~~Effective access arrangements to the required onto A320 that are safe and suitable for all users, and
  - b. ~~provision~~Provision of pedestrian and cycle facilities ~~(including a pedestrian crossing)~~ and measures to improve linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield (potentially via a pedestrian crossing on Egley Road);, ~~and south of the site~~ to Mayford Neighbourhood Centre; and to new and existing recreation space beyond;
  - c. Strengthening connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream and Egley Road;
  - d. Appropriate ~~and adequate~~ provision of for car, ~~and~~ cycle parking and servicing in accordance with the ~~adopted car and cycle parking standards but that takes within the site taking~~ into account the guidance of the Parking Standards SPD; the site's sustainable-accessible location and ~~will not compromise on the need to avoid adverse~~ highway safety effects;
  - e. ~~Potential~~The potential for development to share access arrangements with any later development on the adjoining Proposal Site GB89;
- ~~Any drop off point for the school would need to be within the development site;~~
- ~~Strengthen existing / new connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream;~~

		<p><del>ii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the grain of nearby development in a way that is sympathetic to local character;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>ii.iii. In It is important that any development of this site demonstrates that it will in no way prejudices the later any future development of the safeguarded site to the south (GB8) adjoining Proposal Site GB9, which is also recommended by the GBBR and is known to be available;</del></p> <p><del>iv. Contribution Contribute towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;</del></p> <p><del>v. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;</del></p> <p><del>vi. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network. A detailed drainage strategy may be necessary as upgrades to the existing drainage infrastructure are likely to be required;</del></p> <p><del>iii.vii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: Flooding and water management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement*;</del></p> <ul style="list-style-type: none"> <li><del>• Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;</del></li> <li><del>• 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;</del></li> </ul> <p><del>Opportunity for playing field facilities to be shared by the new school and the local community through a Community Use Agreement;</del></p> <ul style="list-style-type: none"> <li><del>• Opportunity for the relocation of the Athletics Track from Sheerwater if it is not retained on that site (UA32);</del></li> </ul> <p><del>viii. 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 Be supported by a Noise Impact Assessment would be required which</del></p>	
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takes into account the proximity of the site to the road and the railway line and informs any mitigation measures necessary to protect the residential amenity of future occupants;

iv-ix. An Be supported by an Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in-combination effects; is recommended;

x. Historical Consider current or historical contaminative uses of the site, taking account the function of part of the may have led to soil and groundwater contamination around just site as at the former nursery buildings that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency; and make provision for appropriate investigation and any necessary remediation;

xi. Be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation* of the Core Strategy, taking full account of the Area of High Archaeological Potential situated in the north of the site;

xii. Consider the opportunity for playing field facilities to be shared by the Egley Road School and the local community through a Community Use Agreement;

v. Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

~~• Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;~~

~~• Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;~~

~~• Undertake feasibility study for integration of CHP within the development;~~

xiii. Be supported by landscape, ecological and tree surveys in order to:

~~• 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;~~

a. Retain, and where possible strengthen, any trees and groups of trees of amenity and/or environmental value on the site – including protected trees and the wooded area to the south of the site which is covered by an area TPO;

- ~~An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;~~
- ~~Appropriate landscaping, potentially to include landscaping to provide a buffer to the road, railway lines, Hillside and Chiltern Close;~~
  - b. Careful design of layout to take into account environmentally sensitive sites and vegetation; identify and preserve the integrity of environmentally sensitive sites and valuable landscape features, including the forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land; to preserve their integrity;
  - c. Inform a design and layout that sensitively handles site topography and incorporates new or improved open space for leisure and recreation, green infrastructure and appropriate landscaping which
    - i. Maintains the sense of visual separation between Mayford and the rest of the urban area, including through a wide landscape frontage along Egley Road and any other measures necessary to achieve this;
    - ii. Effectively buffers the development from Egley Road, the railway lines, and from existing residential areas to the north and south of the site;
  - d. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including that of the Biodiversity Opportunity Area and the adjacent Site of Nature Conservation Importance. Design solutions should Take opportunities to make positive contribution towards biodiversity through the creation of green infrastructure, retention/retain, enhance and create ment of any features of nature conservation value within the on-site and wildlife corridors connecting them with each other and to the wider green infrastructure, and creation of linkages with GI network, the design solution should build in wildlife features/corridors;
- xiv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: Design;
- xv. Incorporate relevant sustainable construction standards at the time of the planning application, including considering the integration of low or zero carbon district heating in the development, in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;
- xvi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings.

		<p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>Footnote x: The guidance note can be accessed at <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></del></p>	
MM228	Reasoned Justification (all paragraphs)	<p><b>Reasoned <del>justification</del>Justification and Supporting Text:</b></p> <p>1. This Green Belt site lies on the main southern route <del>(A320)</del> into Woking <del>(the A320)</del>, adjoining the existing boundary of the urban area <del>to the north, and the London-Portsmouth main railway line to the west.</del> <del>Part of the site includes a redundant building and former nursery land.</del> It has excellent accessibility to local services, both in the Town Centre and the nearby Mayford Neighbourhood Centre. The Green Belt <del>boundary</del> <del>Boundary Review</del> <del>review</del> (GBBR) <del>identifies recommends exclusion of this the</del> site <del>from the Green Belt as an opportunity</del> to deliver new homes, a secondary school and associated infrastructure <del>in accordance with Core Strategy Policies CS6, CS10, CS12, and CS16.</del> The site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring the new Green Belt boundary is strong and defensible.</p> <p><del>The northern part of the site is protected against any form of built development by identifying it as an area of local separation to provide a visual gap between Mayford and the rest of the urban area.</del></p> <p>2. <del>A residential development</del> It is anticipated that the site could yield <del>of 1168 dwellings.</del> <del>This residential element of the proposal is expected to be implemented between 2022 and 2027. The secondary school and the athletics track facility has now been implemented and opened in September 2018. on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph).</del></p> <p><del>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.</del></p> <p>3. <del>The site is on land which</del> rises four to five metres between the east and west boundaries, <del>which occupies an important green gap between Woking and Mayford. The integrity of both the 'Escarpment and Rising Ground of Landscape Importance' and the sense of separation between the two settlements should be retained whilst accommodating development to assist in meeting identified needs. The site is adjacent to a Site of Nature Conservation Importance, and slightly overlaps with Biodiversity Opportunity Area R04: River Wey and Tributaries. Any development works on site should have regard to these designations. The extent of previous development on</del></p>	In the interests of effectiveness

~~the site is limited to a redundant building and glasshouse frames. The site adjoins the London-Portsmouth main rail line on its western boundary.~~

4. Proposals for development would greatly benefit from early engagement with a number of consultees, including:
  - a. Surrey County Council regarding requirements for archaeological investigation, and as Highways Authority for the area, regarding safe and suitable access arrangements;
  - b. The statutory water and sewerage undertaker to determine the impact of development on the wastewater network and whether a detailed drainage strategy should be submitted with a planning application, as early assessment has identified potential wastewater network capacity constraints in the wider area;
  - c. The Council's Arboricultural Officer regarding the protection and conservation of trees and tree belts, including the wooded area to the south of the site which is covered by an area TPO;
  - d. The Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
5. In conducting an Air Quality Assessment, proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:  
<http://publications.naturalengland.org.uk/publication/4720542048845824>
6. Development proposals would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to the adjacent Grade II Listed Building (Sunhill House, Hook Hill Lane) and the adjacent locally listed buildings (Bird in Hand Public House, Egley Road; Chinthurst and Bush Cottage, Mayford Green; and Mayford Lodge, Mayford Green). The site also contains an Area of High Archaeological Potential.
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

		<p><del>Whilst there are presently limited local facilities within close walking distance of the site to serve the residential development proposed, there is the opportunity to later improve these through the provision of additional facilities on the adjacent land (see Proposal Site GB8).</del></p> <p><del>The secondary school and the athletics track facility has now been implemented and opened in September 2018. The residential element of the proposal will be implemented between 2027 and 2040. The intended catchment area for intake to the new school overcomes concerns raised by the County Highway Authority in respect of barriers to good non-vehicle connectivity in approaches from the west (poor road / bridge links over / under the railway via Hook Hill Lane and Blackhorse Road) and east (severance by the Hoe Stream).</del></p> <p><del>The site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring a strong defensible Green Belt boundary.</del></p>					
MM229	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing, CS17 Open space, green infrastructure, sport and recreation.</u>			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b><u>GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>118 net additional dwellings and recreational/ open space by end of 2024/25</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>  <u>Amount of open space gained (hectares)</u>		<u>2025/26</u>
<p><b>Potential action depending on monitoring outcomes</b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>							
<b>Policy GB8: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH</b>							

MM230	Amended policy (whole policy)	<p>This 1.62 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.</p> <p><del>The site would only be released for development should an update to the Core Strategy indicate that further land outside of the urban area would be needed to meet its requirements. The key requirements for developing any development of the site would be set out as part of the review of the updated Core Strategy and/or the Site Allocations DPD, to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.</del></p>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness. To ensure accordance with the Framework.
MM231	Reasoned Justification	<p><b>Reasoned justification Justification and Supporting Text:</b></p> <p><u>1.</u> This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of Mayford Village Settlement Area. <del>The Green Belt Boundary Review (GBBR) describes the site as suitable for removal from but is within the Green Belt. The site would only be released for development should any future update to the Core Strategy and/or Site Allocations DPD find this to be necessary. Accordingly, the potential mix of uses on the site, and its capacity to accommodate development are matters relevant to future plan updates.</del></p> <p><del>It has excellent accessibility to local services, both in the Town Centre and adjoining Mayford Neighbourhood Centre.</del></p> <p><del>The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes and retail / community facilities to enhance the local centre, in accordance with Core Strategy Policies CS6, CS10, CS12, CS16 and CS19.</del></p> <p><del>Estimated capacity of the site, given the sites good accessibility to local services in Mayford Neighbourhood Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.</del></p>	In the interests of effectiveness
MM232	New monitoring sub-heading	<p><del>Safeguarded sites will be monitored if they are brought forward in the next plan period, following the review of either the Core Strategy and/or the Site Allocations DPD</del></p>	In the interests of effectiveness
<b>Policy GB9: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS – DELETED POLICY</b>			
MM233	Introduction, p273, p274	<p><del>Proposal reference: GB9</del></p> <p><del>Site address: Land adjacent to Hook Hill Lane, Hook Heath, Woking GU22 0PS</del></p> <p>[Delete site map, aerial photo map and photo]</p>	To accord with national policy – in particular paragraph 139(c)

			<p>which sets out that safeguarded land should be identified, where necessary “to meet longer-term development needs stretching well beyond the plan period”.</p> <p>To ensure that the SADPD is justified in terms of its approach to this site.</p>
MM234	Policy (whole policy)	<p><del>This 8.51 ha site is safeguarded to meet long term green infrastructure needs of the Borough between 2027 and 2040, in accordance with Policy SA1. The key requirements for delivering this green infrastructure site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. This site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.</del></p>	To accord with national policy, and to ensure that the SADPD is justified.
MM235	Reasoned justification (all paragraphs)	<p><b>Reasoned justification:</b></p> <p><del>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.</del></p> <p><del>The Green Belt boundary review (GBBR) recommends the site for solely green infrastructure. The site boundary is drawn to include the railway line and Hook Hill Lane. Whilst these areas would not be redeveloped, their inclusion will assist in ensuring a strong defensible Green Belt boundary in the future.</del></p> <p><del>The north-eastern site boundary faces land referred to by the Green Belt boundary review as site WGB020g. Upon adoption of the Site Allocations DPD, the land abutting the Proposal Site will become part of the Urban Area.</del></p>	To accord with national policy, and to ensure that the SADPD is justified.
MM236	Delivery arrangements and key evidence base	<p><b>Delivery arrangements:</b></p> <ul style="list-style-type: none"> <li>• This land is in single ownership.</li> </ul>	To accord with national policy, and

		<p><b>Key evidence base:</b></p> <ul style="list-style-type: none"> <li>Green Belt Boundary Review (Parcel 20, WGB0020f);</li> <li>County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);</li> <li>Sustainability appraisal;</li> <li>Habitat Regulations Assessment;</li> <li>Strategic Transport Assessment;</li> <li>Thames Basin Heaths Special Protection Area Avoidance Strategy;</li> <li>Strategic Housing Land Availability Assessment (SHLAAHEA002).</li> </ul>	to ensure that the SADPD is justified.
<b>Policy GB10: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY</b>			
MM237	Introduction, p277 and p278	<p><b>Proposal reference: <u>GB10GB9 and GB9A</u></b></p> <p><b>Site address: Land surrounding West Hall, Parvis Road, West Byfleet KT14 6EY</b></p> <p>[Replace site map and aerial photo map with those at Appendix D, to show new sub-site GB9A]</p>	Consequential modifications – and separate identification of the site allocated for Traveller provision in accordance with paragraph 17 of the Government's Planning Policy for Traveller sites.
MM238	New anticipated timescales and uses table (beginning of policy)	<b>Anticipated site yield</b>	<b>Anticipated timescale</b>
		<u>Residential</u> 555	<u>2022-2027</u>
		<u>GB9A: 15 Traveller pitches</u>	<u>2022-2027 (in accordance with Policy SA1)</u>
MM239	Amended policy (whole policy)	<p><u>All land previously designated as Green Belt that falls within this 29.33 ha site is excluded from the Green Belt. The site is allocated for residential development including Affordable Housing development between 2022 and 2027, in accordance with Policy SA1. The area marked GB9A and illustrated on the Proposals Map Land should be set aside within the site to enable is allocated for the delivery of 15 Traveller pitches up to 2027. The release of this part of the site GB9A for development of Traveller pitches will take effect from the date of adoption of the DPD. will be informed by the delivery arrangements set out in Policy SA1.</u></p>	To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the

		<p><u>There is estimated to be approximately 14.8ha of net developable area for residential development, including 1.1ha for Traveller's accommodation; approximately 4.7ha of net developable area for public open space and new green infrastructure to be integrated into the site; and approximately 9.6ha of woodland and traditional orchard to be retained.</u></p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <p><u><i>Key Requirements</i></u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li>i. <u>Any development here will need to include</u><del>Incorporate</del> significant elements of Green Infrastructure, <u>having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12); and be supported by a statement in accordance with Policy DM1: Green infrastructure opportunities, detailing how the criteria for new and enhanced green infrastructure assets have been addressed. Consideration should also be given to the potential for Green Belt land to the east of the site, which is within the same ownership, to provide additional green infrastructure for the development which would act as a buffer to the Wey Navigation corridor;</u></li> <li>ii. <u>Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales, and Densities that of development should maximise the efficient use of the site without compromising the general whilst reflecting the development grain of nearby developments in a way that is sympathetic to the prevailing local character of the area;</u> <ul style="list-style-type: none"> <li>● <del>Net developable area of approximately 14.8 ha for residential development;</del></li> <li>● <del>Development to integrate approximately 4.7 ha of public open space and green infrastructure within the site;</del></li> <li>● <del>Retain large areas of woodland and parkland setting and strengthen where possible;</del></li> <li>● <del>Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;</del></li> </ul> </li> <li>iii. <u>The developer will cContribute to the provision of essential transport infrastructure related to the necessary to mitigation mitigate of the impacts of the development of this the site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and which will be informed by a Transport Assessment at the development management stage. Potential issues to be addressed include: In particular, the Transport Assessment should consider:</u></li> </ul>	<p>interests of effectiveness.</p> <p>To ensure that the policy is justified.</p> <p>To ensure consistency with national policy including the Government's Planning Policy for Traveller Sites.</p>
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		<p>a. <del>the need for significant infrastructure measures required</del> to provide <u>vehicular access to and from the development with Parvis Road (the A245) – this is likely to include primary access from Parvis Road via a new roundabout at the junction with Blackwood Copse, subsequently through Green Belt land, and secondary access from the drive to West Hall for emergency purposes. The care home and existing West Hall properties would continue to be accessed via this unnamed road;</u></p> <p>b. <u>improving accessibility to the adjacent Broadoaks site (GB10), including links to provide pedestrians and cyclists with a more direct route, through Broadoaks, into West Byfleet District Centre and the services and facilities therein;</u></p> <p>c. <u>improving accessibility to, from and through the site by connecting <del>lack of pedestrian and cycle infrastructure (including crossing)</del> that would link to the surrounding strategic pedestrian and cycle network, including Dodds Lane footpath adjacent to the southern boundary of the site (carrying out improvements to the existing footpath if necessary);</u></p> <p>d. <u>A appropriate and adequate provision <del>of for car, and</del> cycle parking and servicing within the site taking into account the guidance of the <del>in accordance with the adopted car and cycle parking standards SPD, but that takes into account the site's sustainable accessible location, and will not compromise on the need to avoid adverse highway safety effects;</del></u></p> <p>e. <u>improving sustainable transport infrastructure, including pedestrian and cycle links, and bus services to West Byfleet District Centre and surrounding open spaces for recreation, including provision of, and direct access to, bus stops; <del>provision and direct access to this;</del></u></p> <p>iv. <u>Be supported by a Travel Plan to minimise the car use of prospective occupants;</u></p> <ul style="list-style-type: none"> <li>● <del>Potential to explore access for all modes with the adjacent Broadoaks site (GB11);</del></li> <li>● <del>Development will need to be sensitively designed to create a strong landscape edge, in particular along the southern section of the site that is adjacent to the Wey Navigation;</del></li> </ul> <p>iv.v. <u>Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, <del>in this case 50% to be provided on site;</del></u></p> <p>v.vi. <u>Contribute towards Strategic Access Management and Monitoring to <del>Mitigate the</del> of impacts of residential development of the site upon the Thames Basin Heaths Special Protection Area;</u></p>	
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- ~~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’;~~

~~vi.vii. Preserve Setting of heritage designations and assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Working’s landscape and townscape*, and DM20: *Heritage assets and their settings*; including statutory and locally listed buildings at West Hall and Broadoaks and Wey Navigation Conservation Area;~~

- ~~Improvement of cycle routes, linking into the existing cycle network;~~
- ~~Significant highway, access and transportation improvements would be needed. These will be identified through a Transport Assessment at the planning application stage;~~
- ~~Location of primary access – new access from Parvis Road, via a new roundabout at junction of Parvis Road with Blackwood Copse;~~
- ~~Secondary access – existing A245/West Hall drive, Parvis Road (for emergency access purposes). Care home and existing West Hall properties would continue to be accessed via this unnamed road;~~
- ~~A travel plan will be required;~~
- ~~Dodds Lane footpath is adjacent to the southern boundary of the site. Development should seek to connect to this footpath to increase accessibility to and through the site. Improvements should be carried out to the existing footpath if necessary;~~

viii. Be supported by landscape, ecological and tree surveys in order to:

- a. retain, and strengthen where possible, large areas of woodland, traditional orchard, and parkland setting;
  - b. retain, and strengthen where possible, protected trees and any other trees of amenity value on the site, and avoid harm to trees over the site boundary;
  - c. inform a design and layout that incorporates new or improved open space for leisure and recreation, green infrastructure and appropriate landscaping to minimise the impact of development on landscape character, taking into account the landscape's particular sensitivity to change at this site – a strong landscape edge should be created, in particular along the southern section of the site adjacent to the Wey Navigation;
  - d. contribute to the protection, enhancement and management of local biodiversity and nature conservation, including priority habitats within and adjacent to the site, and  
~~The site is the~~ adjacent to a Biodiversity Opportunity Area (BOA) – detailed design and should take ~~consider~~ opportunities to achieve BOA objectives, and to improve connectivity of habitats within the site and to the surrounding Green Infrastructure network, including the Wey Navigation wildlife corridor;
- ~~Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;~~
  - ~~The site is designated as a safeguarded site for potential mineral resource. Surrey County Council should be consulted;~~
- ix. ~~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~~ Be supported by a ~~Noise Impact Assessment would be required, to also include impacts from~~, which takes into account the proximity of the site to the M25 and Parvis Road, and informs any mitigation measures necessary to protect residential amenity;
- x. ~~Consider current or H~~historical contaminative uses may have led to soil and groundwater contamination on this of the site, taking into account the site's former use as Ministry Of Defence land, that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency; and make provision for appropriate investigation and any necessary remediation, bearing in mind the site's location in a high risk groundwater vulnerability zone and principal aquifer;
- ~~Biodiversity improvements – the design solution should build in wildlife features/corridors;~~

		<p>xi. <del>The site is within Flood Zone 1 but features a number of existing drainage channels, meaning there is a risk of flooding. The site is also adjacent to Flood Zones 2 and 3 whilst a principle aquifer is located within the site. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency is required. Flood Risk from onsite and adjacent ordinary watercourses will need to be assessed and details submitted as part of</del> <u>Be supported by a Flood Risk Assessment with any planning application in accordance with Policy CS9: <i>Flooding and water management</i> as the site is adjacent to Flood Zones 2 and 3. This should be informed by early engagement with the Environment Agency and take into account the most up-to-date climate change projections;</u></p> <p>xii. <del>Have a design that mitigates impacts on surface water flooding and incorporates</del> <u>Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site in accordance with Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement<sup>x</sup>;</u></p> <p>xiii. <del>Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of sustainable drainage systems and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;</del></p> <p>xiv. <del>Be supported by a wastewater drainage strategy, unless otherwise agreed with the local planning authority. The strategy should</del></p> <ol style="list-style-type: none"> <li>a. <del>Consider potential wastewater network capacity constraints in the area;</del></li> <li>b. <del>Assess the impact of the site's development on the wastewater network; and</del></li> <li>c. <del>Inform any necessary upgrades to existing drainage infrastructure. Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;</del></li> </ol> <ul style="list-style-type: none"> <li>● <del>Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;</del></li> <li>● <del>Creation of new/improvement of existing open space for leisure and recreation as part of site development;</del></li> <li>● <del>Improve sustainable transport infrastructure including pedestrian and cycle links and bus services to West Byfleet District Centre, and to surrounding open spaces for recreation;</del></li> </ul> <p>xv. <del>Investigate increased need for</del> <u>Contribute to the provision of essential education infrastructure necessary to mitigate identified impacts of the development of the site, informed by an up-to-</u></p>	
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		<p><del>date assessment of the education needs arising from the development; and appropriate contributions to be made;</del></p> <p><del>Engagement with Natural England to determine quality of Agricultural Land;</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> </ul> <p><del>iv.xvi. An Be supported by an archaeological assessment may be required as set out in in accordance with Core Strategy Policy CS20: <i>Heritage and conservation</i>;</del></p> <ul style="list-style-type: none"> <li><del>• Seek to retain and improve natural features and habitat connections;</del></li> <li><del>• 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;</del></li> </ul> <p><del>v.xvii. Development to meet Incorporate relevant sustainable construction requirements standards at the time of any 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 in accordance with Policy CS22: <i>Sustainable construction and taking into account the Climate Change SPD</i>;</del></p> <p><del>xviii. Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. The MPA would require a Be supported by a Minerals Assessment to be carried out based on borehole investigations to inform any measures necessary to prevent sterilisation of resources, as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. 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;</del></p> <p><del>vi.xix. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</del></p> <p><del>xx. Be supported by a detailed Air Quality Assessment to determine potential impacts of development on European protected sites through deteriorating air quality, taking account of in combination effects;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p>	
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		<p><u>Development at site GB9A will be required to meet the following additional requirements:</u></p> <p><u>xxii. Incorporate a design and layout of Traveller pitches that integrates effectively with the bricks and mortar dwellings on the rest of the site, including screening and landscaping as appropriate and in line with the design criteria set out in Policy SA1;</u></p> <p><u>xxiii. Provide Traveller pitches which meet the design criteria set out in Policy SA1</u></p>	
MM240	Reasoned Justification (all paragraphs) and Delivery Arrangements	<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <ol style="list-style-type: none"> <li>1. This Green Belt site is very sustainably located, <del>to the east of West Byfleet, adjoining adjacent to the</del> existing urban, residential area of West Byfleet. It adjoins allocated site GB10 <del>to the west, which is also proposed for release from the -in residential use, the Broadoaks site (currently in the Green Belt however see Proposal Site GB11);</del> and the West Hall Estate <del>(a mix of offices, a nursery, dwellings, a care home and grazing land within the Green Belt) to the east, comprising offices, a nursery, dwellings, a care home and grazing land.</del> Whilst this land is particularly sensitive in landscape terms, it <del>has great</del> is considered to have high potential to deliver sustainable development; <del>The Green Belt Boundary Review (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need;</del> however development will need to be sensitively designed to <u>preserve as much of the landscape setting as possible and to create a strong landscape edge to the settlement (particularly to the southwest and southeast) to reinforce new Green Belt boundaries.</u></li> <li>2. The remaining wedge of Green Belt land <del>to the east of the site</del> <u>between the allocation site</u> and the M25 <del>to the east</del> would serve to maintain effective separation between the settlements of West Byfleet and Byfleet, <del>as well as and would also</del> protect valued features <del>(such as the ancient woodland of Old Wood, locally listed West Hall and its setting, biodiversity features and land for flooding risk management characteristics).</del></li> </ol> <p><del>This site is identified in the Green Belt boundary review as a suitable area for removal from Green Belt within the wider promoted land.</del></p> <ol style="list-style-type: none"> <li>3. <u>In accordance with the NPPF, the site selection process ruled out any areas containing the best and most versatile agricultural land, prioritising those sites of poorer quality. The Green Belt Boundary Review identified this area as Grade 3 Agricultural Land, and further survey work has demonstrated that the majority of the site is Grade 3b (moderate quality). Due to the limited options in Woking Borough for sustainable urban extensions, the site was therefore selected for further consideration.</u></li> <li>4. <u>It is anticipated that the site can achieve a residential development could yield of 555 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph), whilst at the same time setting aside land to enable the delivery of and 15 Traveller pitches.</u></li> </ol>	In the interests of effectiveness and to take into account updated supporting material.

~~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.~~

5. Proposals for development would greatly benefit from early engagement with a number of consultees, including but not limited to:

- a) The Minerals Planning Authority: The entire site is within a Mineral Safeguarding Area for concrete aggregate. Previous assessments undertaken at the site indicate that working of the mineral deposits would be uneconomic due to the limited scale of the resource and associated geological challenges. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. The entire site is contained within a Mineral Safeguarding Area for concrete aggregate. Surrey County Council has been consulted. Surrey Minerals Plan Policy MC6 of the Surrey Minerals Plan states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The assessment of potential mineral zones (PMZs) undertaken for the plan in 2004 provides additional information. This includes PMZ80 – West Byfleet, which includes the proposed residential site. The assessment at that time was that the small quantity of mineral reserve (approximately 0.5 million tonnes) and the difficulty of access would mean that the 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. Consequently, early engagement with the MPA would greatly assist in the delivery of the allocation.;
- b) The statutory water and sewerage undertaker as early assessment has identified potential wastewater network capacity constraints in the wider area. Early consultation would help to determine whether a wastewater drainage strategy would be required to inform the development of the site, and the level of detail to be included if this should be the case.;
- c) Natural England to take account of their approach on the assessment of road traffic emissions under Habitats Regulations (or any other future update of their guidance). The guidance notes can be accessed at:  
<http://publications.naturalengland.org.uk/publication/4720542048845824>;
- d) The Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. The

		<p><u>Environment Agency's latest guidance on climate change should also be taken into account when conducting Flood Risk Assessments for the site.</u></p> <p><u>e) Surrey Nature Partnership to ensure conservation interests are safeguarded, including consideration of the Biodiversity Opportunity Area.</u></p> <p><u>6. Part of the site contains Deciduous Woodland and Traditional Orchard Priority Habitats, and the site is adjacent to Wood Pasture and Parkland Priority Habitats and a Biodiversity Opportunity Area. Any works or development on the site should have regard to these designations.</u></p> <p><u>7. Development proposals would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent Wey and Godalming Navigations Conservation Area; the adjacent Grade II Listed Buildings (Broadoaks (Main Building), Parvis Road and Front Range of Broadoaks Motor House, Parvis Road) and the adjacent locally listed buildings (West Hall Care Home Manor House, Parvis Road, and 17 (Lodge), Parvis Road).</u></p> <p><u>8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. It is anticipated that developer contributions will be required to implement site-specific transport mitigation schemes and to assess education infrastructure needs, in accordance with policies CS16: <i>Infrastructure</i>, and CS18: <i>Transport and accessibility</i>. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the Development Plan, unless material considerations indicate otherwise.</u></p> <p><b>Delivery arrangements:</b></p> <ul style="list-style-type: none"> <li>• The land is in single ownership;</li> <li>• <u>Developer-led</u></li> <li>• <u>The Council will take control of the land designated as GB9A through a long lease in perpetuity for the use of the land for the purposes of a Traveller site and operate it as publicly owned and managed Traveller site;</u></li> <li>• Phasing may be required.</li> </ul>				
MM241	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.</u></p>			To ensure the effectiveness of the policy
<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated rate of delivery</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>		

		<b><u>GB9: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY</u></b>	<u>Through development management process and working in partnership with developers and land owners</u>	<u>555 net additional dwellings by end of 2026/27</u>	<u>Net additional dwellings completed</u>  <u>Net additional affordable dwellings completed</u>  <u>Size and type of new dwellings completed by location</u>	<u>2025/26</u>		
		<b><u>Potential action depending on monitoring outcomes</u></b> may include: <u>Compulsory Purchase; Review of SHLAA; Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>						
MM242	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS14 Gypsy, Traveller and Travelling Showpeople.</u>					To ensure the effectiveness of the policy
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated rate of delivery</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>		
		<b><u>GB9a: Traveller site at land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY</u></b>	<u>Through development management process and working in partnership with developers, the Travellers community and land owners</u>	<u>15 traveller pitches by end of 2026/27 in accordance with delivery arrangements set out in Policy SA1</u>	<u>Net additional pitches for travellers delivered in accordance with timescales set out by the delivery arrangements of Policy SA1</u>	<u>2025/26</u>		
		<b><u>Potential action depending on monitoring outcomes</u></b> may include: <u>Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u>						

Policy GB11: Broadoaks, Parvis Road, West Byfleet, KT14 6LP												
MM243	Introduction, p284	<p><b>Proposal reference: <u>GB11GB10</u></b></p> <p><b>Site address: Broadoaks, Parvis Road, West Byfleet KT14 6LP</b></p>	Consequential modification									
MM244	New anticipated timescales and uses table (beginning of policy)	<table border="1"> <thead> <tr> <th colspan="2"><u>Anticipated site yield</u></th> <th><u>Anticipated timescale</u></th> </tr> </thead> <tbody> <tr> <td><u>Residential</u></td> <td><u>Office and Research</u></td> <td><u>2020-2023</u></td> </tr> <tr> <td><u>268</u></td> <td></td> <td></td> </tr> </tbody> </table>	<u>Anticipated site yield</u>		<u>Anticipated timescale</u>	<u>Residential</u>	<u>Office and Research</u>	<u>2020-2023</u>	<u>268</u>			To ensure consistency with national policy (in particular paragraph 73 of the Framework).
<u>Anticipated site yield</u>		<u>Anticipated timescale</u>										
<u>Residential</u>	<u>Office and Research</u>	<u>2020-2023</u>										
<u>268</u>												
MM245	Amended policy (whole policy)	<p>This 14.7 ha site is excluded from the Green Belt and is allocated as a mixed use development to include quality offices and research premises, residential including Affordable Housing <del>and educational facilities</del>. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings types. If a case can be justified, the development of the site can come forward at any time within the Plan period and in accordance with Policy SA1.</p> <p><u>Key Requirements</u></p> <p><del>To achieve this, the development must address the following key requirements</del><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> <li><del>Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;</del></li> <li>i. <del>Contribute towards Strategic Access Management and Monitoring to mitigate</del><u>Mitigation of the impacts of residential development of the site upon on the Thames Basin Heaths Special Protection Area; (TBHSPA), in line with the Council's latest TBHSPA Avoidance Strategy;</u></li> <li>ii. <del>Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;</del></li> <li>iii. <del>Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect the surroundings and with a strong landscape edge to the development; with development footprints, scales and densities that maximise the use of the site whilst reflecting the grain of nearby development, in a way that is sympathetic to the prevailing local character</del></li> </ul> <p><del>Include significant elements of green infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12)</del></p>	<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness.</p> <p>To ensure that the policy is justified.</p>									

		<p><del>Development design would need to retain and enhance the setting of the site's Grade II statutory listed buildings and various locally listed buildings;</del></p> <p><del>Retain protected trees and tree belts and strengthen with planting to enhance the sites landscape character;</del></p> <p><del>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;</del></p> <p><del>Avoid development on the site frontage, which is considered to form a significant part of the setting of these listed buildings;</del></p> <p><del>ii.iv. The developer will contribute</del><u>Contribute</u> to the provision of essential transport infrastructure <del>related necessary to the mitigation of</del><u>mitigate</u> the impacts of the development of this site, <del>in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and which will be</del> informed by a Transport Assessment. <del>Potential issues to be addressed include</del><u>In particular, the Transport Assessment should consider:</u></p> <ol style="list-style-type: none"> <li>a. <del>Significant A245 - site access</del><u>A likely requirement for a significant junction at the likely to be needed to provide vehicular site access on the A245, with a potential need for 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;</u></li> <li>b. <del>Appropriate and adequate provision of for car, and cycle parking and servicing with the site taking into account the guidance of the Parking Standards SPD; in accordance with the adopted car and cycle parking standards but that takes into account the site's accessible sustainable location and will not compromise on the need to avoid adverse highway safety effects;</del></li> <li>c. <del>Need to address lack of pedestrian and cycle</del><u>The need to improve infrastructure for pedestrians and cyclists on the A245, which is currently absent on the road's south side, (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;</u></li> <li>d. <del>A need to locate bus</del> <u>Bus stops should be located</u> 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;</li> </ol>	
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~~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;~~

- ~~iii.v. Biodiversity improvements – the design solution should build in wildlife features/corridors;~~
- ~~iv.vi. Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Provide a site-specific Flood Risk Assessment in accordance with Core Strategy Policy CS9: *Flooding and water management* to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation; and will not lead to an increase in excess of the greenfield run off rate. This should take into account the most up to date climate change projections; with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF). The site is also located within a high risk groundwater vulnerability zone;~~
- ~~vii. Have a design that mitigates impacts on surface water flooding and incorporates Development to meet relevant Sustainable Drainage Systems sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the guidance in the Supplementary Advice Note supporting the provision of a Surface Water Drainage Statement<sup>x</sup>; requirements at the time of planning application for the development of the site.~~
- ~~viii. Be supported by a wastewater drainage strategy, unless otherwise agreed with the local planning authority. The strategy should
  - ~~a. Consider potential wastewater network capacity constraints in the area;~~
  - ~~b. Assess the impact of the site's development on the wastewater network; and~~
  - ~~c. Inform any necessary upgrades to existing drainage infrastructure;~~~~
- ~~ix. Incorporate relevant sustainable construction standards at the time of the planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;~~

		<p><del>x.</del> <u>Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers – the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: <i>Design</i>;</u></p> <p><del>xi.</del> <u>Be supported by a Noise Impact Assessment, which takes into account the proximity of the site to the M25 and Parvis Road, and informs any mitigation measures necessary to ensure no adverse impact on the residential amenity of future occupants, and also protect off-site residential amenity;</u></p> <p><del>Improvements to cycling and pedestrian links from and to site and West Byfleet District Centre;</del></p> <p><del>Amenity of residential area to west to be taken into account with regard to any increased lighting;</del></p> <p><del>v.xii.</del> <u>Retain Design of development to enable conservation of protected trees (site is designated a Tree Preservation Order Area), established and tree belts and strengthen with planting to enhance the site’s landscape character, and conserve established tree belts and of woodland habitat to the east;</u></p> <p><del>xiii.</del> <u>Development to include Include significant elements of new/improved green infrastructure, including biodiversity improvements such as wildlife features/corridors and improve connections to the wider GI network, while having regard to the landscape’s particular sensitivity to change<sup>46</sup>;</u></p> <p><del>iv.xiv.</del> <u>Consider any current or historical contaminative uses of the site, including any which may have led to soil and groundwater contamination, and make provision for appropriate investigation and any necessary remediation, bearing in mind the site’s location in a high risk groundwater vulnerability zone and principal-aquifer;</u></p> <p><del>Site layout and design to retain/create a strong landscape edge to development;</del></p> <p><del>ii.xv.</del> <u>Development to consider possibility of Preserve and -sensitively re-use/restore restoration of heritage assets and pay regard to and enhance their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>; CS24: <i>Working’s landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>, including by avoiding development on the site frontage;</u></p> <p><del>Density of development should maximise the efficient use of the site without compromising the general character of the area;</del></p> <p><del>xvi.</del> <u>Be supported by An archaeological assessment will be required as set out Archaeological Assessment in accordance with in Core Strategy Policy CS20: <i>Heritage and conservation</i>;</u></p>	
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		<p><u>xvii. Take the amenity of the residential area to the west into account in the lighting design;</u></p> <p><u>-xviii. Be supported by a detailed Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;</u></p> <p><u>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</u></p> <p><u>Footnote x: The guidance note can be accessed at: <a href="http://www.woking2027.info/supplementary/sudsadvice">www.woking2027.info/supplementary/sudsadvice</a></u></p>	
MM246	Reasoned Justification (Paragraph 7 onwards)	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <p>...</p> <p><u>7. 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. <a href="#">The existing site frontage is considered to form a significant part of the setting of the listed buildings on site.</a></u></p> <p><u>8. <a href="#">Early assessment has identified potential wastewater network capacity constraints in this area. Early consultation with the statutory water and sewerage undertaker for Woking is recommended to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application.</a></u></p> <p><u>9. <a href="#">The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change</a></u></p> <p><u>10. <a href="#">Proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:</a></u></p> <p><u><a href="http://publications.naturalengland.org.uk/publication/4720542048845824">http://publications.naturalengland.org.uk/publication/4720542048845824</a></u></p> <p><u>11. <a href="#">Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</a></u></p> <p><u>12. <a href="#">Development would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Grade II Listed Buildings within the site boundary (Broadoaks (Main Building), Parvis Road; Front Range of Broadoaks</a></u></p>	In the interests of effectiveness and to take into account updated supporting material.

		<p><u>Motor House, Parvis Road; Broadoaks Model Dairy, Parvis Road) and the locally listed buildings within the site boundary (15 (Lodge), Parvis Road and 17 (Lodge). Parvis Road)</u></p> <p><u>13.</u> 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’.</p> <p><u>14.</u> 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.</p> <p><u>15.</u> On adoption of the Site Allocations DPD, the land abutting this site to the west (Hobbs Close) will become part of the urban area and therefore removed from the Green Belt. This will create a defensible Green Belt boundary.</p>					
MM247	New monitoring table (under Delivery arrangements)	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> <u>CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS13 Older people and vulnerable groups; CS15 Sustainable economic development.</u>			To ensure the effectiveness of the policy	
		<b>Policy</b>	<b>How will the policy be delivered?</b>	<b>Anticipated rate of delivery</b>	<b>How will the policy be monitored?</b>		<b>Key dates to trigger potential action if there is significant under-provision</b>
		<b>GB10: Broadoaks, Parvis Road, West Byfleet, KT14 6LP</b>	Through development management process and working in partnership with developers and land owners	177 net additional dwellings, 155 units specialist accommodation, and office and research premises by 2022/23	Net additional dwellings completed  Net additional affordable dwellings completed  Size and type of new dwellings completed by location  Number of additional specialist		2025/26

					<p><u>accommodation units completed</u></p> <p><u>Area of floorspace (SqM, net) for office and research premises</u></p>	
		<p><b>Potential action depending on monitoring outcomes may include:</b>  <u>Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</u></p>				
MM248	Section C, p290	<p>...</p> <p><u>2. The Site Allocations DPD allocates land for Suitable Alternative Natural Green Space to help avoid harm to the Thames Basin Heaths Special Protection Areas as a result of housing development. Together with existing SANGs, they provide sufficient capacity to support residential development over the Plan period.</u></p> <p><u>3. The Council has prepared a schedule of all the sites that are allocated in the Site Allocations DPD and the specific SANGs they could use to avoid development impacts on the SPAs. This schedule is on the Council's website and can be accessed by this link: <a href="http://www.woking2027.info/allocations/sadpdexam/sangassignmentschedule">www.woking2027.info/allocations/sadpdexam/sangassignmentschedule</a></u></p> <p><u>4. The schedule is a living document that will be regularly monitored and reviewed to reflect the up to date planning status of the allocated sites.</u></p>				
<p><b>Policy GB12: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB</b></p>						
MM249	Amended policy (whole policy)	<p>This 15.43 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the <del>European</del>-protected bird habitat <u>of European importance</u> of the Thames Basin Heaths Special Protection Area (SPA).</p> <p><del>To achieve this, the development must address the following</del> <b>Key Requirements:</b></p> <p>i. <del>To be a designated a</del> <u>In order to constitute</u> SANG, the site will need to fulfil <del>a</del> certain criteria which are set by Natural England guidelines. These include, <u>among others</u>, a minimum size threshold <u>of 8ha</u>, ensuring an adequate level of parking provision and accessibility, clear</p>				<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness.</p>

		<p>signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible.</p> <p>ii. A SANG Proposal and SANG Management Plan <del>should be prepared, in consultation with Natural England will be required which, in addition to the matters identified in criterion (i) above will need to address:</del></p> <p><del>The following constraints will have to be addressed in any SANG Proposal and Management Plan:</del></p> <p>a. <del>The site's location is within Flood Zones 2 and 3—therefore there is a high risk of flooding. Consideration of should therefore be given to sustainable drainage measures, and flood attenuation and floodplain storage within the landscape, and site design should be informed by a. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment (FRA) which takes into account the most up to date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage.</del></p> <p>b. <del>The site is 's location within a Biodiversity Opportunity Area; consider opportunities to and the potential of the site to contribute towards enhance biodiversity enhancement and habitat creation in the area; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network; Surrey Wildlife Trust should be consulted.</del></p> <p>c. <del>Provision of improved a</del>Accessibility <del>to open space</del> via pedestrian/cycle links – particularly from the urban area via Parvis Road and from any new development <u>that could come forward later in at</u> safeguarded <u>Proposal Sites</u> GB4 and GB5;</p> <p><del>Improvement of public footpaths within site (to fulfil Natural England requirements for SANG development);</del></p> <p><del>Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;</del></p> <p>d. Incorporation of waste facilities to service the open space;</p> <p>e. <u>The site's proximity to the River Wey- detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer.</u></p>	<p>To ensure that the policy is justified.</p>
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MM250	Reasoned Justification (insert after fourth paragraph)	<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p>5. <u>The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines, set out at the following link: <a href="http://www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf">www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf</a>. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG.</u></p> <p>6. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>7. <u>The site is within Biodiversity Opportunity Area R04: River Wey &amp; Tributaries. Any works or development on site should have regard to this designation.</u></p> <p>8. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Wey and Godalming Navigations Conservation Area which is both within and adjacent to the site boundary and the adjacent locally listed building (West Hall Care Home Manor House).</u></p>	In the interests of effectiveness.										
MM251	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b><u>Monitoring</u></b></td> <td colspan="4"><b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u></td> </tr> <tr> <td><b><u>Policy</u></b></td> <td><b><u>How will the policy be delivered?</u></b></td> <td><b><u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u></b></td> <td><b><u>How will the policy be monitored?</u></b></td> <td><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></td> </tr> </table>	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u>				<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>	To ensure the effectiveness of the policy
<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u>												
<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u></b>	<b><u>How will the policy be monitored?</u></b>	<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>									

		<u><b>GB12 Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB</b></u>	<u>Through the development management process and working in partnership with Natural England</u>	<u>799 dwellings and 15.43 hectares to be delivered by the end of 2023/24</u>	<u>The amount of SANG land delivered within the set timeframes</u>	<u>2024/25</u>	
<u>Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</u>							
<b>Policy GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR</b>							
MM252	Introduction p. 295, p.296	[Replace site map and aerial photo map with those at Appendix E to show new site boundary]					To ensure that the geographical extent of the allocation is accurately depicted.
MM253	Amended policy (whole policy)	<p>This <del>26.024.8</del> ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the <del>European</del>-protected bird habitat <u>of European importance</u> of the Thames Basin Heaths Special Protection Area (SPA).</p> <p><u>To achieve this, the development must address the following key requirements</u> Requirements:</p> <ul style="list-style-type: none"> <li>i. <del>To be a designated</del><u>In order to constitute</u> SANG the site <del>will need to should</del> fulfil certain criteria which are set by Natural England guidelines. These include, <u>among others</u>, a minimum size threshold <u>of 8ha</u>, 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;</li> <li>ii. 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. <u>Proposals for development should be in accordance with these documents.</u></li> <li>iii. <u>In addition to the matters identified in criterion (i) above, development will need to address:</u></li> </ul>					<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness.</p> <p>To ensure that the policy is justified.</p>

		<p>a. <u>The site's location within Flood Zones 2 and 3 - consideration should therefore be given to sustainable drainage measures, floodplain storage and flood attenuation within the landscape, and site design should be informed by a Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage.</u></p> <p>b. <u>The site's location partially within a Site of Nature Conservation Importance and partially within a Biodiversity Opportunity Area and the potential of the site to contribute towards biodiversity enhancement and habitat creation; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network. Some adjustment of the SANG site boundary may be required to accommodate wildlife habitat in accordance with <del>a condition</del>Condition 40a of the planning permission PLAN/2012/0224;</u></p> <p>c. <u>Provision of improved accessibility to open space</u> via pedestrian/cycle links, particularly from Brookwood Farm to the east and Brookwood urban area to the south;</p> <p><del>Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider Green Infrastructure network;</del></p> <p><del>The site is within Flood Zone 2 and 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment.</del></p> <p>d. <u>Incorporation of waste facilities to service the open space;</u></p> <p>e. <u>The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>;</u></p> <p><del>Take actions to contribute to enhancement of Biodiversity Opportunity Area - consultation with Surrey Wildlife Trust recommended;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p>	
MM254	Reasoned Justification	<p><b>Reasoned <del>j</del>Justification and Supporting Text:</b></p> <p>...</p> <p>3. There is an opportunity to enlarge the SANG approved as part of the Brookwood Farm development to incorporate the wider landscape to the south of the site. This enlargement is</p>	In the interests of effectiveness.

	(paragraph 3 onwards))	<p>considered to be acceptable in principle by Natural England. The <u>Council local planning authority (LPA)</u> will continue to engage with Natural England in developing detailed plans for this element of the site. <u>The LPA will also engage with the Environment Agency and Surrey Nature Partnership both in any refinements to the Proposal and Management Plan and in the delivery of the SANG. The site should meet the SANG creation guidelines set out by Natural England, available at: <a href="http://www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf">www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf</a>.</u></p> <p>4. The site would provide SPA mitigation for a capacity of <u>642-1050</u> dwellings (provisional calculation, subject to the advice of Natural England).</p> <p>...</p> <p>7. <u>The site is partly within a Site of Nature Conservation Importance, and also within Biodiversity Opportunity Area TBH03: Colony Bog, Bagshot Heath &amp; Deepcut Heaths. Any works or development on site should have regard to these designations.</u></p> <p>8. <u>The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.</u></p> <p>9. <u>Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation Area which is both within and adjacent to the site boundary.</u></p>				
MM255	New monitoring table (under Delivery arrangements)	<u>Monitoring</u>	<u>Key Core Strategy policy monitoring indicators:</u> <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u>			To ensure the effectiveness of the policy
<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>		

		<p><b><u>GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR</u></b></p>	<p><u>Through the development management process and working in partnership with Natural England</u></p>	<p><u>1050 dwellings and 26.0 hectares to be delivered by the end of 2021/22</u></p>	<p><u>The amount of SANG land delivered within the set timeframes</u></p>	<p><u>2022/23</u></p>	
<p><b><u>Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</u></b></p>							
<p><b>Policy GB14: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB</b></p>							
MM256	Amended policy (whole policy)	<p>This Green Belt site, totalling 10.59 ha is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the <del>European</del>-protected bird habitat <u>of European importance</u> of the Thames Basin Heaths Special Protection Area (SPA).</p> <p><del>To achieve this, the development must address the following key requirements:</del></p> <p>i. <del>To be a designated</del><u>In order to constitute</u> SANG, the site will need to fulfil certain criteria which are set by Natural England guidelines. These include, <u>among others</u>, a minimum size threshold <u>of 8ha</u>, 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;</p> <p>ii. <del>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 will be required to guide the use of the site, which, in addition to the matters identified in criterion (i) above will need to address:</del></p> <p>a. <u>The entire site's designation as a Site of Nature Conservation Interest (SNCI) and the potential of the site to contribute towards biodiversity enhancement and habitat creation whilst ensuring that any increased recreation by people and dogs does not adversely affect the nature conservation interest; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network;</u></p> <p>b. <u>The fact that Westfield Common is the subject of a 25 year habitat enhancement and management programme and is part of Woking's Great Crested Newt pilot-;</u></p>					<p>To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the interests of effectiveness.</p> <p>To ensure that the policy is justified.</p>

		<p><del>Specific considerations for this SANG include:</del></p> <p><del>the provision of parking</del></p> <p><del>the potential implications of the existing designations</del></p> <p>c. <del>exploring p</del> Pedestrian and cycle accessibility between the site and the Kingsmoor Park development to the north of the site, and from Gresham Mill to the east of the site;</p> <p><del>The following constraints will have to be addressed:</del></p> <p><del>The entire site is a SNGI—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;</del></p> <p><del>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;</del></p> <p><del>Westfield Common is the subject of a 25 year habitat enhancement and management programme, part of the Woking Great Crested Newt pilot. For more details see Natural Woking.</del></p> <p><del>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;</del></p> <p>d. Historical contaminative uses <u>of the site which</u> may have led to soil and groundwater contamination, <u>making provision for appropriate investigation and any necessary remediation;</u> that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. <del>Investigation would be required;</del></p> <p>e. <del>Explore</del> <u>The</u> potential to link <u>this the site</u> with land to the east (at Gresham Mill);</p> <p><del>Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;</del></p> <p>f. Incorporation of waste facilities to service the open space;</p>	
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		<p><u>g. The need for any application to be supported by an Archaeological Assessment in accordance with Policy CS20: Heritage and conservation;</u></p> <p><u>Appropriate measures to be put in place to preserve and enhance the biodiversity of the SNCI – consult with Surrey Wildlife Trust and Natural England;</u></p> <p><u>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</u></p>	
MM257	Reasoned Justification (from second paragraph)	<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p>2. 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). <u>The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines, available at: <a href="http://www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf">www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf</a>.</u><u>The local planning authority will engage with Natural England, the Environment Agency, Surrey Nature Partnership and Surrey Local Sites Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG.</u></p> <p>3. The site is fairly narrow and linear. The northern part of <u>the Westfield Common (outside the allocation site)</u> 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.</p> <p>4. The site is owned by the Council and is an SNCI. <u>Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted to ensure conservation interests are safeguarded, and enhanced.</u> The Council has <del>recently</del> adopted a Management Plan for Westfield Common, which identifies various works to be undertaken on the site <del>in the next five years</del> to enhance biodiversity and other general environmental improvements (benches, way markers). <u>Surrey Wildlife Trust will manage the implementation of the plan on behalf of the Council. The work programme will be reviewed annually as works progress and information evolves. Certain works will require the consent of Defra. Car parks and circular walks in particular will require careful consideration. The SNCI designation, and that of the Great Crested Newt pilot, may result in some areas being excluded from inclusion within the SANG if they affect the capacity to absorb new visitors. More information on Woking's Great Crested Newt project can be found in Natural Woking – available at: <a href="http://www.woking.gov.uk/naturalwoking">www.woking.gov.uk/naturalwoking</a>.</u></p>	In the interests of effectiveness.

		<p>5. <u>Proposals for development would also greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.</u></p> <p>6. The site would provide SPA mitigation for a capacity of <u>570-549</u> dwellings (provisional calculation, subject to the advice of Natural England).</p> <p>7. The land would remain within the Green Belt.</p>					
MM258	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u></p>			To ensure the effectiveness of the policy	
		<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated delivery of capacity (No. of dwellings) and size (hectares)</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>		<p><b><u>Key dates to trigger potential action if there is significant under-provision</u></b></p>
		<p><b><u>GB14: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB</u></b></p>	<p><u>Through the development management process and working in partnership with Natural England</u></p>	<p><u>549 dwellings and 10.59 hectares to be delivered by the end of 2026/27</u></p>	<p><u>The amount of SANG land delivered within the set timeframes</u></p>		<p><u>2025/26</u></p>
		<p><b><u>Potential action depending on monitoring outcomes may include:</u></b>  <u>Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</u></p>					
<p><b>Policy GB15: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</b></p>							
MM259	Amended policy (whole policy)	<p>This 9.9 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the <del>European</del>-protected bird habitat <u>of European importance</u> of the Thames Basin Heaths Special Protection Area (SPA).</p> <p><del>To achieve this, the development must address the following key requirements:</del></p> <p>i. <del>The Council has committed to deliver the site as a SANG when it is transferred to its ownership. To be a designated</del><u>In order to constitute</u> -SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include, <u>among others</u>, -a minimum</p>				To ensure that the policy is clearly written and unambiguous and that unnecessary duplication is avoided in the	

		<p>size threshold <u>of 8ha</u>, 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;</p> <p>ii. A SANG Proposal and SANG Management Plan <u>will be required to guide the use of the site, which, in addition to the matters identified in criterion (i) above will need to address</u><del>should be prepared, in consultation with Natural England;</del></p> <p><del>There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;</del></p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p> <p><del>The following constraints would have to be addressed/resolved:</del></p> <p>a. <del>The site</del><u>'s location</u> <del>-within Flood Zone 3 – therefore there is a high risk of flooding. -</del> <del>Consideration of</del><u>should be given to</u> sustainable drainage <del>and,</del> flood attenuation <u>(including within the site) and floodplain storage</u> within the landscape, <u>and site design should be informed by an up-to-date Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. Close consultation with the Environment Agency required. A</u>The FRA would also inform whether boardwalk/raised paths <del>may</del><u>would</u> be necessary to ensure that a circular walk is accessible throughout the year, <u>and</u> <del>It should be demonstrated</del> that this does not negatively impact on floodplain storage, <del>in a Flood Risk Assessment;</del></p> <p><del>Consider introducing sustainable drainage and flood attenuation within any landscape proposals;</del></p> <p>b. <u>The site</u><del>'s</del><u>'s</u> <u>location</u> within a Biodiversity Opportunity Area; <del>proposals should consider opportunities to</del> <u>and the potential of the site to contribute towards</u> <del>enhance</del> biodiversity enhancement and habitat creation; <u>detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network, particularly the River Wey SNCI in the area. Surrey Wildlife Trust should be consulted;</u></p> <p>c. <u>The site's proximity to the River Wey - detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer;</u></p> <p>d. Historical contaminative uses <u>of the site, which</u> may have led to soil and groundwater contamination, <u>providing appropriate investigation and any necessary remediation; that will need to be considered during any change of use of this site, dependent on detailed</u></p>	<p>interests of effectiveness.</p> <p>To ensure that the policy is justified.</p> <p>-</p>
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		<p><del>proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;</del></p> <p>e. <del>Provision of improved a</del>Accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site;</p> <p><del>Design of SANG to pay regard to environmentally sensitive area of River Wey SNCI;</del></p> <p><del>Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network – particularly River Wey SNCI;</del></p> <p><del>Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;</del></p> <p>f. <u>The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: Heritage and conservation, CS21: Design, CS24: Woking's landscape and townscape, and DM20: Heritage assets and their settings;</u></p> <p>g. Incorporation of waste facilities to service the open space.</p>	
MM256	Reasoned Justification (after the fifth paragraph)	<p><b>Reasoned <u>Justification and Supporting Text:</u></b></p> <p>...</p> <p><u>6. The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG. The guidelines can be found at: <a href="http://www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf">www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf</a></u></p> <p><u>7. The site is adjacent to a Site of Nature Conservation Importance, and also within Biodiversity Opportunity Area R04: River Wey and Tributaries. Any works or development on site should have regard to these designations, and Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted.</u></p> <p><u>8. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent locally listed building (Gresham Mill).</u></p> <p><u>9. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency to assist with investigations related to former contaminative uses of the site. Close consultation with the Environment Agency will also be required regarding the site's location within Flood Zone 3. The FRA for</u></p>	In the interests of effectiveness.

		<u>the site should take into account the Environment Agency's latest guidance on climate change.</u>					
MM261	New monitoring table (under Delivery arrangements)	<b><u>Monitoring</u></b>	<b><u>Key Core Strategy policy monitoring indicators:</u></b> <u>CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</u>			To ensure the effectiveness of the policy	
		<b><u>Policy</u></b>	<b><u>How will the policy be delivered?</u></b>	<b><u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u></b>	<b><u>How will the policy be monitored?</u></b>		<b><u>Key dates to trigger potential action if there is significant under-provision</u></b>
		<b><u>GB15: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</u></b>	<u>Through the development management process and working in partnership with Natural England</u>	<u>425 dwellings and 9.9 hectares to be delivered by the end of 2026/27</u>	<u>The amount of SANG land delivered within the set timeframes</u>		<u>2025/26</u>
		<b><u>Potential action depending on monitoring outcomes may include:</u></b> <u>Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</u>					
<b>Policy GB16: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</b>							
MM262	Amended policy (whole policy)	<p>This 9.52 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the <del>European</del>-protected bird habitat <u>of European importance</u> of the Thames Basin Heaths Special Protection Area (SPA).</p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <ul style="list-style-type: none"> <li>i. <del>To be a designated</del><u>In order to constitute</u> SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include, <u>among others</u>, a minimum size threshold <u>of 8ha</u>, 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;</li> </ul>					

ii. A SANG Proposal and SANG Management Plan will be required to guide the use of the site and enable an appropriate tariff to be set. In addition to the matters identified in criterion (i) above, this will need to address:

~~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:~~

a. The site's location within Flood Zone 3 - consideration should be given to sustainable drainage measures, flood attenuation (including within the site) and floodplain storage within the landscape. Site design should be informed by a Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage;

b. The part of the site's location within a Biodiversity Opportunity Area and the portion of the site designated as is a Site of Nature Conservation Interest, and the potential of the site to contribute to biodiversity enhancement and habitat creation whilst ensuring that any increased recreation by people and dogs does not adversely affect the nature conservation interest; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network, particularly the River Wey 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;

c. The portion Part of the site is designated as Common land (Mill Moor Common) and whether consent for certain works will be required from Defra – car parks and circular walks in particular - will require careful consideration; – 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;~~

- d. The site's proximity to the River Wey- detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer;

~~The site is within Flood Zone 3- therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. The provision of footbridges to enable circular walks over water corridors also a consideration. Early engagement with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;~~

~~Take actions to contribute to enhancement of Biodiversity Opportunity Area — consultation with Surrey Wildlife Trust recommended;~~

- e. ~~Historical contaminative uses of the site, which may have led to soil and groundwater contamination, providing appropriate investigation and any necessary remediation; that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required.~~

~~Consider introducing sustainable drainage and flood attenuation within any landscape proposals;~~

- f. ~~Provision of improved accessibility to open space~~ via pedestrian/cycle links – particularly from Old Woking to north of site, and Gresham Mill development;
- g. The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*; Design of SANG to pay regard to environmentally sensitive areas of River Wey SNCI and Mill Moor SNCI;
- h. ~~Design of SANG~~The need to retain and enhance protected tree belt to the north west of the site, subject to TPO, and for sufficient screening in relation to the adjoining development;

		<p><del>Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;</del></p> <p><del>Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;</del></p> <p><u>i.</u> Incorporation of waste facilities to service the open space;</p> <p><del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></p>			
MM263	Reasoned Justification (insert after fifth paragraph)	<p><b>Reasoned <u>j</u>Justification and Supporting Text:</b></p> <p><u>6.</u> The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG. The guidelines for SANG are available at the following link: <a href="http://www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf">www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf</a></p> <p><u>7.</u> The site is partly within a Site of Nature Conservation Importance (SNCI), and also within Biodiversity Opportunity Area R04: River Wey and Tributaries. Any works or development on site should have regard to these designations and Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted.</p> <p><u>8.</u> Proposals for development would also greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Close consultation with the Environment Agency will also be required regarding the site's location within Flood Zone 3. The FRA for the site should take into account the Environment Agency's latest guidance on climate change.</p> <p><u>9.</u> Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent locally listed building (Gresham Mill).</p>			
MM264	New monitoring table (under Delivery arrangements)	<table border="1"> <tr> <td><b>Monitoring</b></td> <td><b>Key Core Strategy policy monitoring indicators:</b> CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas</td> </tr> </table>	<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas	
<b>Monitoring</b>	<b>Key Core Strategy policy monitoring indicators:</b> CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas				

		<u>Policy</u>	<u>How will the policy be delivered?</u>	<u>Anticipated delivery of capacity (No. of dwellings ) and size (hectares)</u>	<u>How will the policy be monitored?</u>	<u>Key dates to trigger potential action if there is significant under-provision</u>		
		<u>GB16 Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</u>	<u>Through the development management process and working in partnership with Natural England</u>	<u>493 dwellings and 9.52 hectares to be delivered by the end of 2026/27</u>	<u>The amount of SANG land delivered within the set timeframes</u>	<u>2025/26</u>		
<u>Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</u>								
<b>Policy GB17: Woking Palace, Carters Lane, Old Woking, GU22 8JQ – REPLACEMENT POLICY</b>								
MM265	Introduction	<b>Proposal reference: GB17</b> <b>Site address: Woking Palace, Carters Lane, Old Woking GU22 8JQ</b> [Replace site map and aerial photo – see Appendix F]					To ensure that the geographical extent of the amended policy is accurately depicted.	

MM266	Policy (whole policy)	<p><u>In order to sustain and enhance the significance of Woking Palace, a Scheduled Monument, a development brief will be produced by the Council, as landowner, with the involvement of other stakeholders.</u></p> <p><u>The development brief will address the following matters:</u></p> <ol style="list-style-type: none"> <li><u>1. An exploration of viable uses for the Woking Palace site consistent with its conservation, and which would positively contribute to the enjoyment of this part of Woking's historic environment;</u></li> <li><u>2. Access and connectivity to the site;</u></li> <li><u>3. Whether any supporting development necessary to secure the viable use of Woking Palace can be fully accommodated on land within the Council's ownership; and</u></li> <li><u>4. The availability of funding to deliver any recommended scheme.</u></li> </ol> <p><u>The development brief will be produced during the plan period, and inform proposals coming forward through the development management process or through future updates to the development plan.</u></p> <p><u>This 64.4 ha site is allocated for use as Heritage Parkland/Country Park surrounding Woking Palace.</u></p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• 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;</del></li> <li><del>• Development should be sensitively designed to have minimal impact on the historic asset;</del></li> <li><del>• Restore or enhance historic features – for example the walls and ponds;</del></li> <li><del>• Improve accessibility to and within the site by all transport modes, including improvements on the junction of the B382;</del></li> <li><del>• Include parking facilities which would have low visual impact on the surrounding landscape and historic features;</del></li> <li><del>• Incorporate low key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;</del></li> <li><del>• Retain existing landscape features (including trees and hedges) to conserve and enhance biodiversity on the site;</del></li> </ul>	<p>To ensure a justified and effective approach to the Woking Palace Site consistent with national policy relating to the conservation and enjoyment of the historic environment.</p>
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- ~~Create links to the wider Green Infrastructure network (including public rights of way);~~
- ~~Be sensitively designed to have minimal impact on the adjoining watercourses;~~
- ~~Submit an archaeological assessment in line with Core Strategy policy CS20;~~
- ~~Any proposal for the site will need to be considered against the requirements of Core Strategy Policy CS20. Historic England, Friends of Woking Palace, Surrey Archaeological Society and Surrey County Council Heritage Conservation Team will need to be consulted. The Surrey County Archaeological Unit has extensive experience of this site and should also be consulted during the preparation of any proposals; and~~
- ~~Be in keeping with other policies in the Development Plan for the area.~~
- ~~In addition to any assessments required by other Development Plan policies, planning applications for this site should be accompanied by a heritage statement and archaeological assessment indicating how the criteria in this policy have been addressed.~~
- ~~Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;~~
- ~~Biodiversity improvements — the design solution should build in wildlife features/corridors;~~
- ~~Safe accesses for all modes (pedestrian, vehicular) will need to be identified;~~
- ~~Consider introducing sustainable drainage and flood attenuation within any landscape proposals for the scheme — Flood Risk Assessment may be required;~~
- ~~Development of the site to incorporate low-key recreation and leisure uses that will have a minimal impact on surrounding landscape;~~
- ~~Development to improve accessibility to and within the site by sustainable transport modes — public footpaths, cycle routes, bus services to be created/improved;~~
- ~~Detailed design and site layout to take into account proximity of sewage works. Discussions with the operators of the site (Thames Water) are recommended;~~
- ~~Retain, enhance and create habitats and features which have biodiversity value, including Hoe Stream Fields SNCI, Oldhall Copse SNCI, and Roundbridge Farm SNCI;~~
- ~~Detailed design of open space to improve connectivity of habitats within site and to wider GI network (e.g. by including GI corridors);~~

		<ul style="list-style-type: none"> <li>● <del>Provision of GI assets which demonstrate multi-functionality;</del></li> <li>● <del>Surrey Wildlife Trust to be consulted with regards to Biodiversity Opportunity Area status;</del></li> <li>● <del>Development to be sensitively designed to have minimal impact on important natural and historic landscape (including consideration of lighting);</del></li> <li>● <del>Development to seek to restore or enhance historic features;</del></li> <li>● <del>Incorporate low-key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;</del></li> <li>● <del>Development to seek to retain important landscape features (including trees and hedges) and create new features;</del></li> <li>● <del>Archaeological assessment to be conducted, and any appropriate mitigation measures to be incorporated;</del></li> <li>● <del>Design of development and site layout to pay regard to heritage assets and their setting.</del></li> <li>● <del>Design of development should facilitate the reduction of waste by providing waste/recycling facilities;</del></li> <li>● <del>Design of development to pay regard to adjoining watercourses and retain undeveloped buffer zones alongside them;</del></li> <li>● <del>Retention and enhancement of public rights of way;</del></li> <li>● <del>Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</del></li> </ul>	
MM267	Reasoned justification (all paragraphs)	<p><b>Reasoned <del>justification</del> Justification and Supporting Text:</b></p> <ol style="list-style-type: none"> <li>1. <del>As part of the development plan's positive strategy for the conservation and enjoyment of Woking's historic environment, the Site Allocations DPD identifies Woking Palace as a focus for further action. Of national importance, and within a countryside location, the Woking Palace site has unique potential to address In its mission to increase the recreational, educational and open space resources requirements of the Borough, the Council would like to bring about the rejuvenation of Woking Palace — a Scheduled Ancient Monument.</del></li> <li>2. 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. <del>The Council supports the creation of a country park at Woking Palace and the adjoining area to help revitalise and restore this valuable</del></li> </ol>	To ensure the effectiveness of the policy.

		<p><del>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.</del></p> <p><del>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.</del></p> <p>3. 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.</p> <p>4. Access to the site is restricted most of the year except on a few <u>public</u> open days <del>where the public is invited to visit</del>, 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. <del>The site could accommodate a range of low key leisure, recreation and heritage uses.</del></p> <p>5. 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 <del>the</del> 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 <del>develop an appropriate proposal for the site, produce the design brief. Moreover, as works to the site itself are subject to the grant of Scheduled Monument Consent, and as supporting works outside of the site could affect its significance, it will be important to engage constructively with Historic England in the formulation of proposals.</del></p> <p><del>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.</del></p> <p>6. <del>Improving The Woking Palace Conservation Management Plan emphasises the importance of improving accessibility to and within the site, will be important. This includes access to the site and access within it. The development brief will explore both the feasibility of junction</del> <u>Junction</u> improvements <del>would be required</del> on the B382 from Carters Lane, and <u>the</u></p>	
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		<p><del>potential to provide and enhance footpath and /cycle links within the site should improve accessibility to those surrounding the site.</del></p> <p>7. <del>The development brief will consider whether a use consistent with the site's conservation which would secure its long-term management could be delivered on land solely within the Council's control.</del></p> <p><del>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.</del></p> <p>8. Whilst presented under Section C, use of the site as Suitable Alternative Natural Greenspace (SANG) is not proposed at this time.</p> <p>9. <del>The land Woking Palace site would remain within the Green Belt.</del></p> <p>10. <del>The area in the Council's ownership is illustrated on the Proposals Map.</del></p>	
MM268	Delivery arrangements and key evidence base	<p><b>Delivery arrangements:</b></p> <ul style="list-style-type: none"> <li><del>Funding for the creation of the Heritage / Country Park will be through CIL contributions. Working in partnership with key stakeholders to prepare the development brief by 2027.</del></li> </ul> <p><b>Key evidence base:</b></p> <ul style="list-style-type: none"> <li>Green Infrastructure Strategy Natural Woking</li> <li>Friends of Woking Palace information at: <a href="http://www.woking-palace.org">www.woking-palace.org</a></li> <li>Sustainability appraisal</li> <li>Habitat Regulations Assessment</li> <li>Strategic Transport Assessment</li> <li>Local Plan 1999</li> <li>Design SPD.</li> </ul>	In the interests of effectiveness
MM269	New monitoring sub-heading	<del>The development brief will include suitable monitoring mechanisms including indicators to monitor funding to enable delivery, and conservation and enhancement of this important heritage asset.</del>	In the interests of effectiveness.
<b>Policy GB18: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet</b>			
MM270	Introduction, p321	<p><b>Proposal reference: <b>GB18GB11</b></b></p> <p><b>Site address: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet</b></p>	Consequential Modification
MM271	Amended Policy (whole policy)	This 6.78 ha site is excluded from the Green Belt and <del>is the existing playing fields</del> allocated for <u>urban</u> open space. <u>Any development associated with the school buildings, or alterations to the use and layout</u>	In the interests of effectiveness and

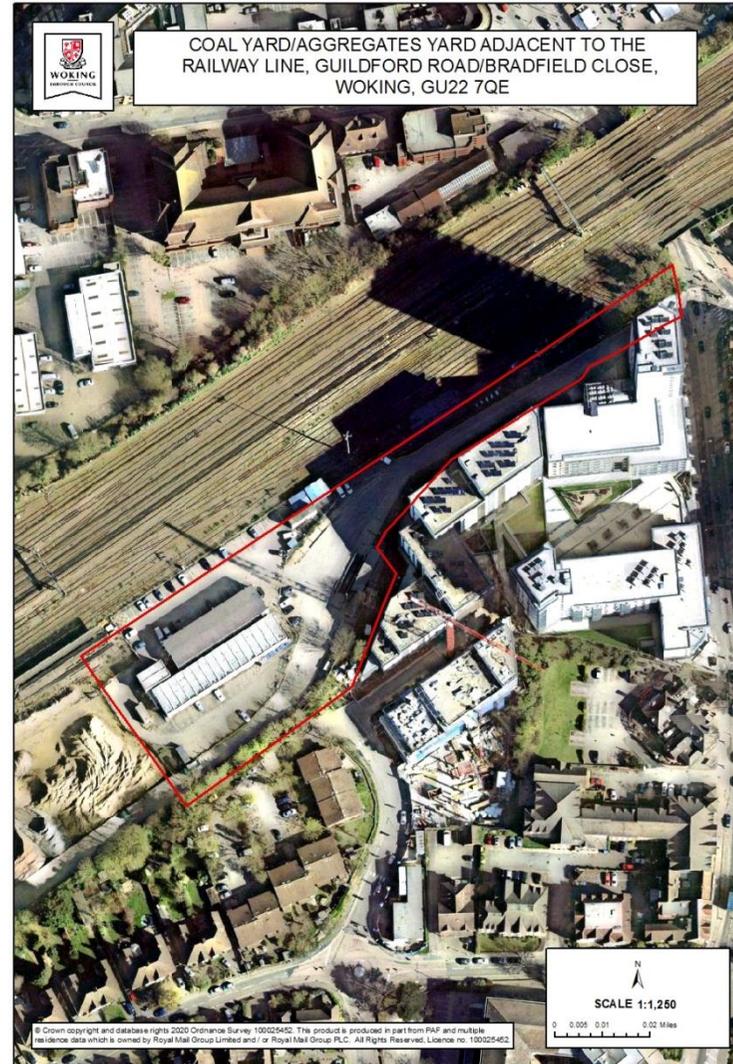
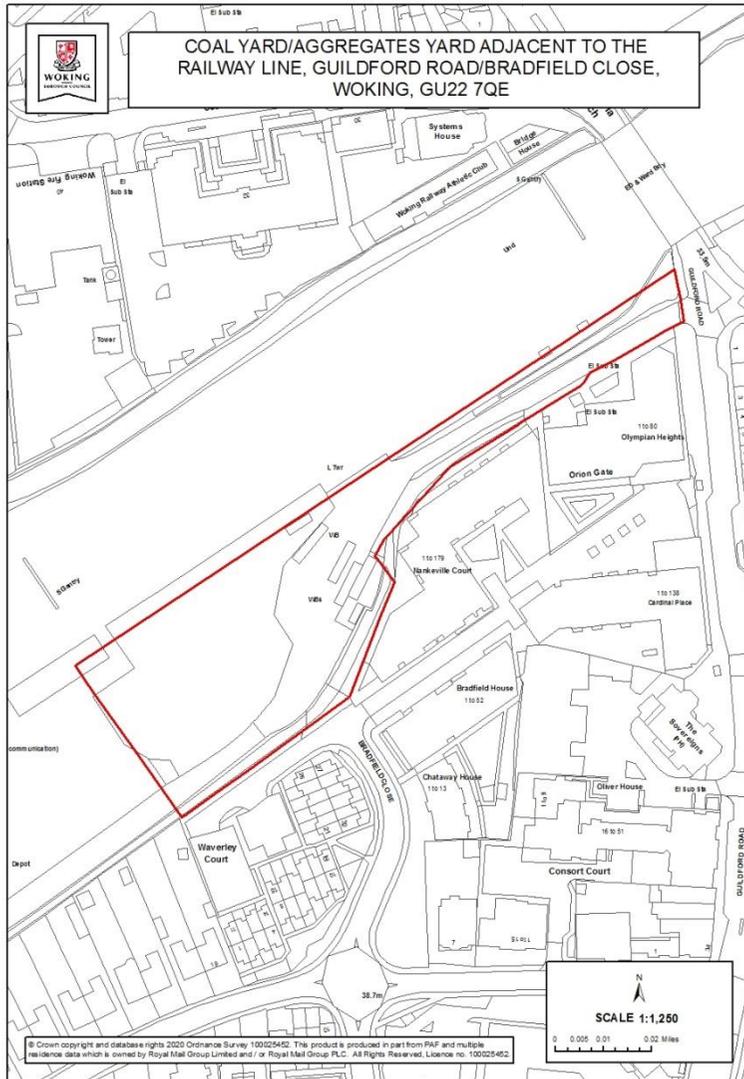
		<p><u>of the wider site should preserve heritage assets and pay regard to their settings; and retain public rights of way.</u></p> <p><u>To achieve this, the development must address the following key requirements:</u></p> <ul style="list-style-type: none"> <li><u>• Use of site development and site layout to pay regard to heritage assets and their setting;</u></li> <li><u>• Retention and enhancement of public rights of way;</u></li> <li><u>• Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.</u></li> </ul>				to ensure that the policy is justified.
MM272	Reasoned Justification (paragraph 3)	<p><b>Reasoned <del>justification</del>Justification and Supporting Text:</b></p> <p>...</p> <p>3. <u>However, due to the recreational nature and character of the site, its use as urban open space is also justified. Moreover, the allocation ensures that any use of the school playing fields would need to accord with Core Strategy Policy CS17: <i>Open space, green infrastructure, sport and recreation</i> – which restricts development that would involve the loss of open space. Development would also need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to, the locally listed infant school within the site itself. Any other site specific and other requirements would be determined on a case by case basis and in accordance with the development plan unless other material considerations should indicate otherwise.</u></p> <p><del>This land would not be developed. It is existing open space associated with an educational use. Accordingly it is allocated for continued use as open space and will be designated as Urban Open Space (Policy CS17) to serve the schools and will be reflected on the Proposal's Map.</del></p>				
MM273	New monitoring table (under Delivery arrangements)	<p><b><u>Monitoring</u></b></p>	<p><b><u>Key Core Strategy policy monitoring indicators:</u></b>  <u>CS17: Open Space, green infrastructure, sport and recreation</u></p>			To ensure that the policy would be effective
		<p><b><u>Policy</u></b></p>	<p><b><u>How will the policy be delivered?</u></b></p>	<p><b><u>Anticipated delivery of open space (hectares)</u></b></p>	<p><b><u>How will the policy be monitored?</u></b></p>	

		<p><b><u>GB11: West Byfleet Junior and Infant school playing fields, Parvis Road, West Byfleet, KT14 6EG</u></b></p> <p>Through the adoption of the Site Allocation DPD</p> <p>6.78 hectares to be delivered on adoption of the Site Allocations DPD</p> <p>Net change (positive or negative) in the amount of green infrastructure, public open space and built sports facilities</p> <p><u>2025/26</u></p> <p><b>Potential action depending on monitoring outcomes may include:</b> Review the Infrastructure Delivery Plan, Review Open Space Audit</p>	
MM274	Implementation and Monitoring of Site Allocations, 'Monitoring', p325	In addition, progress on individual sites will be monitored against the <del>capacity and phasing information indicators in the monitoring table set out</del> under <del>the each Site Allocation 'Proposal' and 'Delivery' headings of the Site Allocations DPD.</del> <u>site allocation.</u>	Consequential modification in the interests of effectiveness.
MM275	Implementation and Monitoring of Site Allocations, 'Implementation', p328	The Council will ensure that <u>ongoing public involvement and</u> consultation is integral <del>to both preparation of this Site Allocations DPD and, when adopted,</del> to the delivery <u>process of the Site Allocations DPD.</u>	Consequential modification
MM276	Implementation and Monitoring of Site Allocations, 'Risks and contingencies', p330	Nevertheless, the Core Strategy <del>DPD</del> 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. <u>Policies and guidance provide flexibility where a genuine viability concern exists, for example, Policies CS11: Housing mix; CS12: Affordable housing (and paragraph 5.88), CS16: Infrastructure delivery, and CS22: Sustainable construction; as well as the Affordable Housing Delivery SPD and Climate Change SPD.</u> Very robust finance evidence will be required to justify any negotiation away from the requirements of the Core Strategy and the Site Allocations DPD.  <del>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.</del>	In the interests of effectiveness.
MM277	Appendix 2 – Map showing new defensible Green Belt boundary, p335	[Replace map with that in Appendix G below]	To ensure that the geographical implications of the SADPD are accurately reflected.

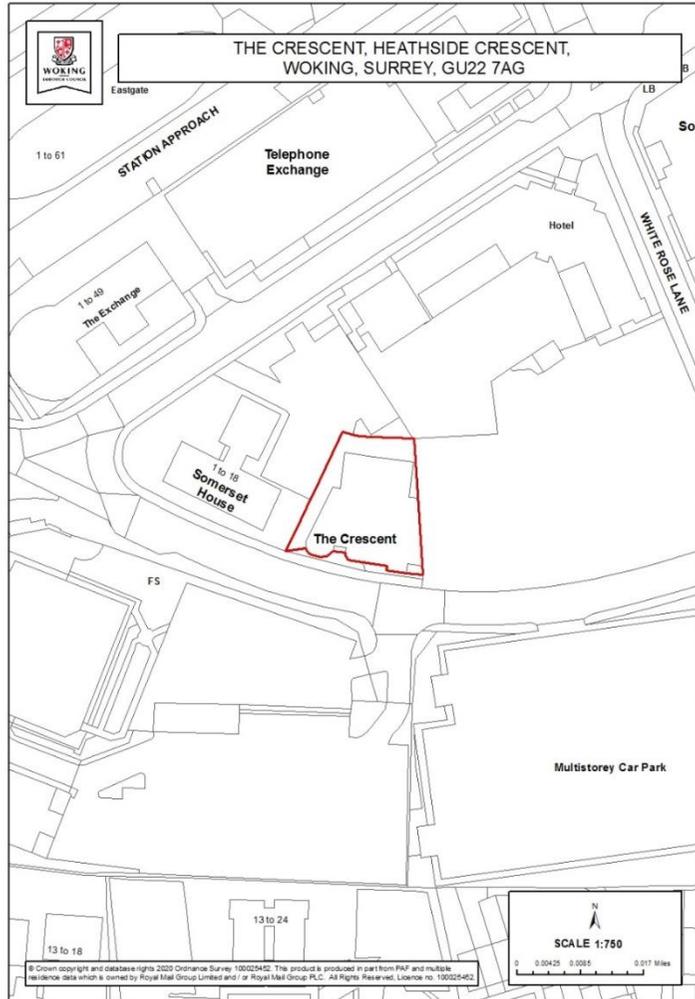
MM278	Appendix 3 – Map showing location of Proposal Sites, p336	[Replace map with that in Appendix H below]				To ensure that the geographical implications of the SADPD are accurately reflected.
MM279	Appendix 4 – Table 5: Anticipated Capacity of Sites, p343	GB4	SHLAABWB010: Land south of Parvis Road and High Road, Byfleet KT14 7QL	To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD.	<del>85 dwellings (SHLAA, 2017)</del> <del>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. If necessary the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.</del>	In the interests of effectiveness.
		<u>In the interests of effectiveness.</u> GB5	SHLAABWB011: Land to the south of Rectory Lane Byfleet KT14 7NE	<u>To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD. Residential including Affordable Housing, public open space, landscaping and recreation areas</u>	<del>135 dwellings on net developable area of 3 ha. (SHLAA, 2017)</del> <del>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. If necessary, the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.</del>	
MM280	Appendix 4 – Table 5:	GB8	SHLAAHEA024: Woking Garden	<del>residential including Affordable Housing,</del>	<del>50 dwellings (SHLAA, 2014)</del> <del>Retail/community facilities – floorspace</del>	

	Anticipated Capacity of Sites, p344		Centre, Egley Road, Mayford, Woking, GU22 0NH	<p><del>retail and community use</del> To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD.</p>	<p><del>the</del> If necessary, the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.</p>	
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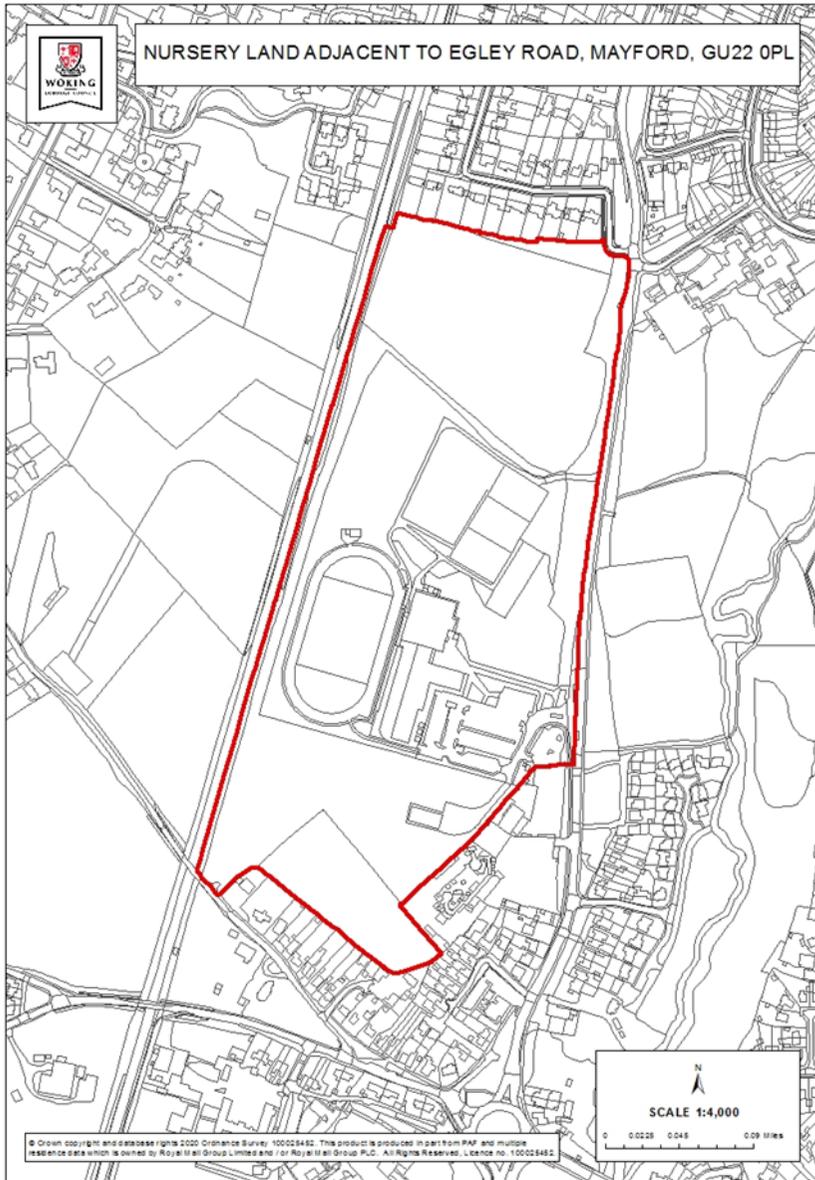
**Appendix A: Revised plan (p183) and aerial photo (p184) of allocation site UA34 (modified to UA33): Coal Yard/Aggregates Yard**



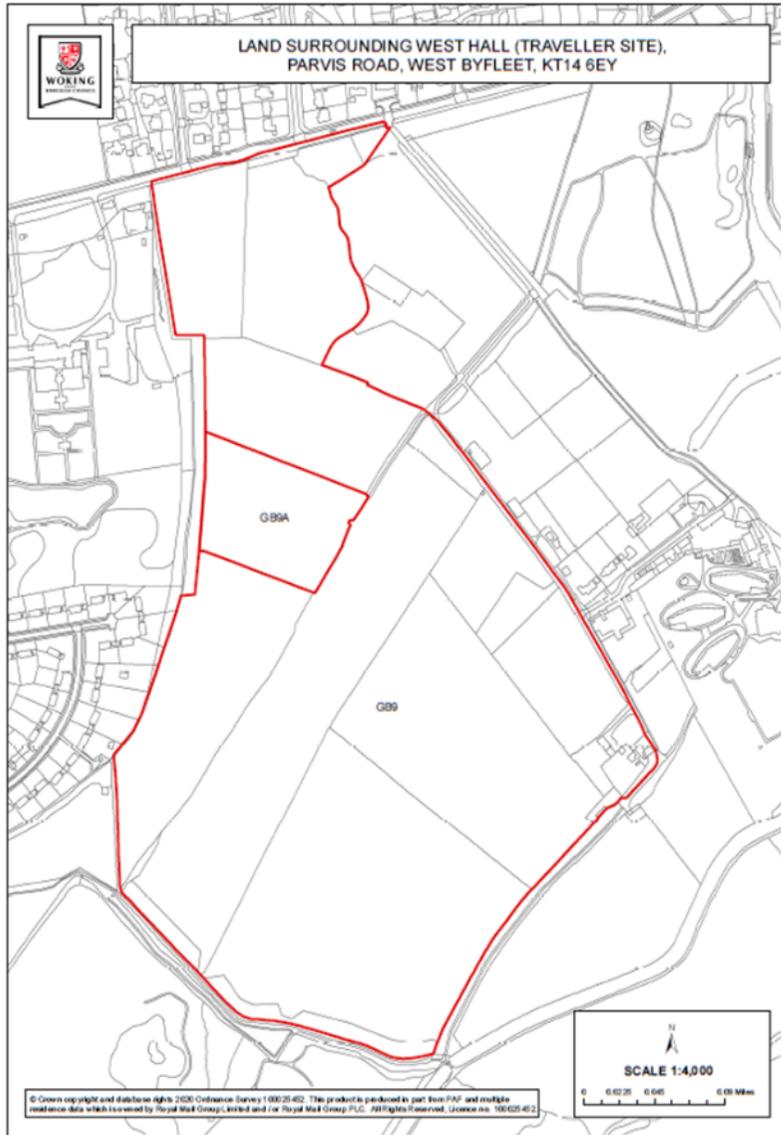
**Appendix B: Revised plan (p196) and aerial photography of allocation site UA37 (modified to UA35): The Crescent, Heathside Crescent, Woking GU22 7AG**



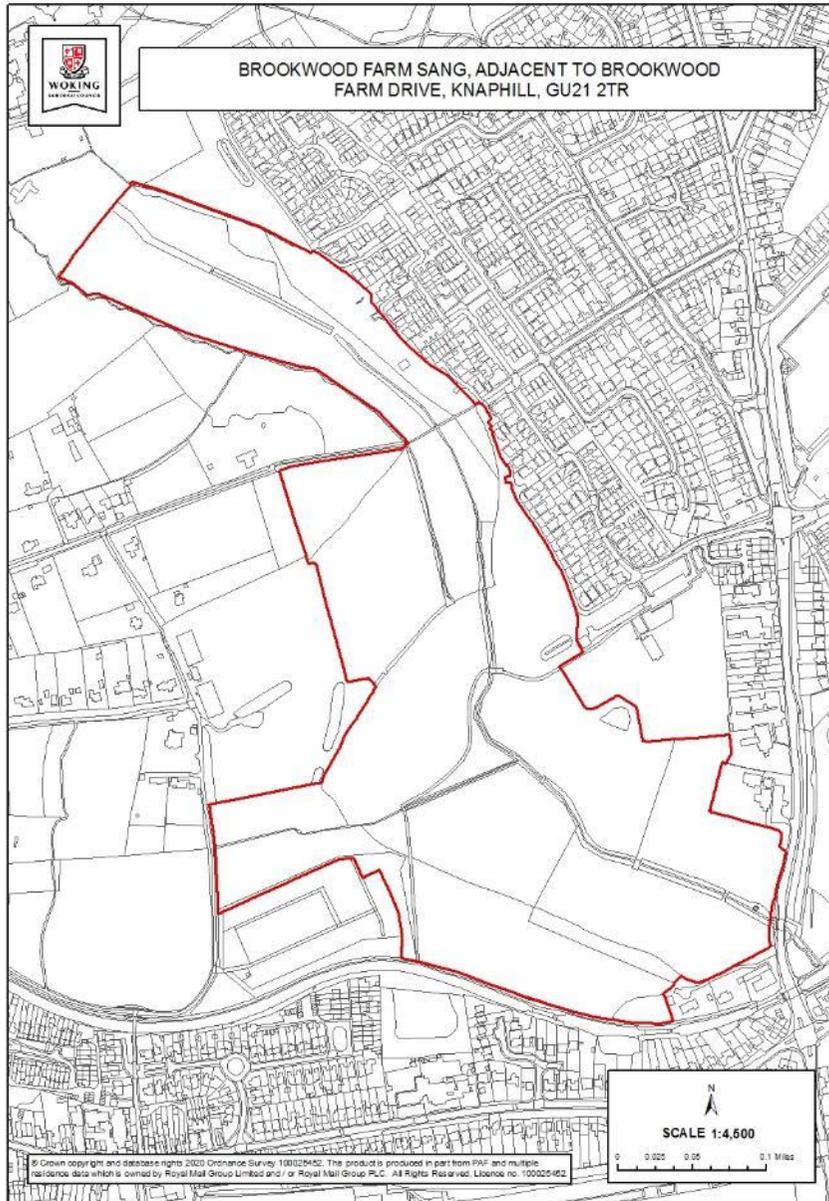
Appendix C: Revised plan (p262) and aerial photo (p263) of allocation site GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL



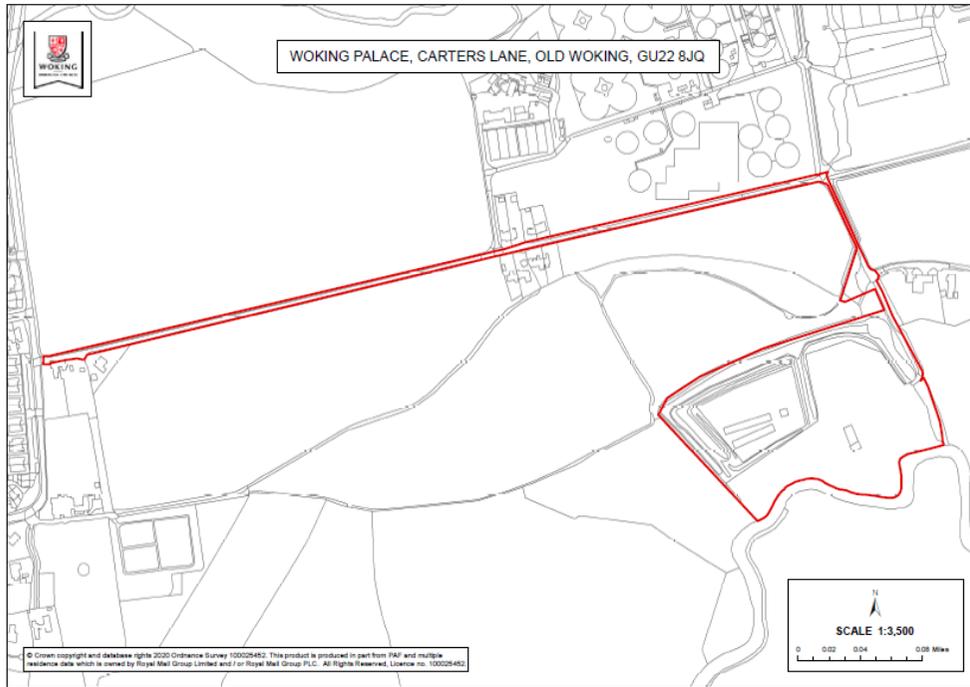
**Appendix D: Revised plan (p277) and aerial photo (p278) of allocation site GB10 (modified to GB9 and GB9A): Land surrounding West Hall, Parvis Road**



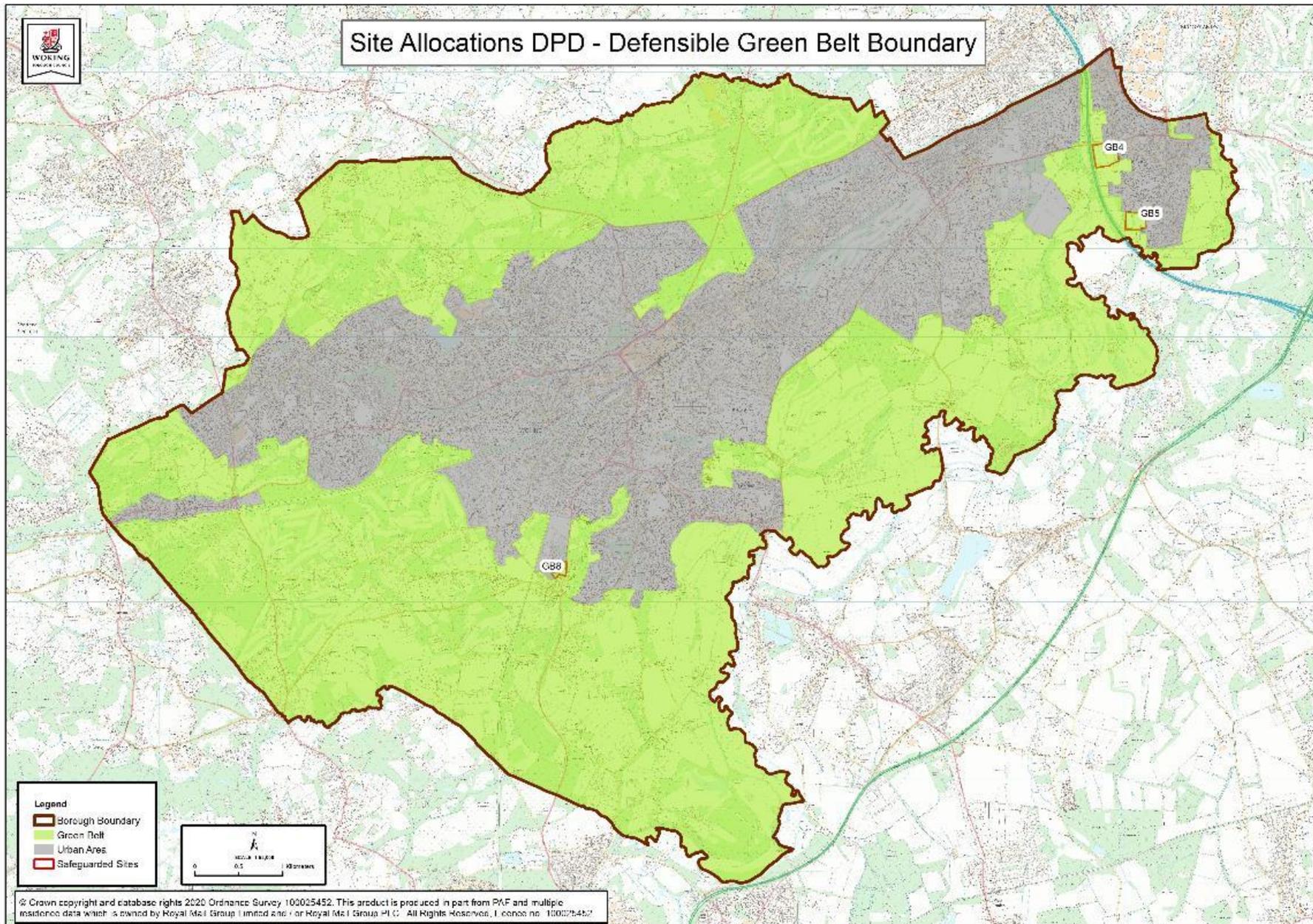
**Appendix E: Revised plan (p295) and aerial photo (p296) of allocation site GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR**



**Appendix F: Revised plan (p315) and aerial photo (p316) of allocation site GB18 (modified to GB11): Woking Palace, Carters Lane, Old Woking**



# Appendix G: Map showing new defensible Green Belt boundary



# Appendix H: Map showing allocated and safeguarded sites

