



Local Development Framework

Infrastructure Capacity Study and Delivery Plan

**Fourth Draft
April 2018**

Produced by the Planning Policy Team.

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Woking Borough Council

Draft Infrastructure Capacity Study and Delivery Plan

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Disclaimer

The document is an important evidence source to inform plan making. It does not in itself set policy or allocate land for development. The information contained in this document should not be construed as committing the Council to allocate land for any particular use and any conclusions reached are made without prejudice to the determination of any subsequent planning applications in respect of sites and policies assessed in this document.

Summary

This document is the Draft Infrastructure Capacity Study and Delivery Plan (IDP) for Woking Borough. It sets out the likely impact of planned new developments and the anticipated demographic changes on the Borough's physical, social and green infrastructure.

The following table provides a summary of the main infrastructure requirements over the lifetime of the Core Strategy. The table has been updated in 2017 after reviewing the IDP, as per Core Strategy commitments (see policy CS16).

Infrastructure type	Short-term 2017-2022	Medium to long-term 2023-2027
Transport and accessibility		
Roads	Specific schemes identified. Includes improvements in town centre routes through Woking Integrated Transport and Victoria Arch schemes, and to A245 and A320 corridors.	
Bus	Transport interchange in Woking Town Centre.	On-going improvements to Woking's local bus network to improve frequency, journey time, passenger experience and increase accessibility.
Rail	Transport interchange in Woking Town Centre. Improvements to Woking station and service efficiency measures.	Woking flyover (junction grade separation) and additional platform 6.
Walking and Cycling	On-going improvements to walking and cycling network.	On-going improvements to walking and cycling network.
Parking	Management of supply of/ demand for parking. Projects include remodelling and extension of Town Centre multi-storey car park; and redevelopment and expansion of Heathside Crescent car park.	No specific projects identified.
Education		
Early years	Additional provision required as per SCC's Childcare Sufficiency Assessment. Deficit of places for funded early education in ward cluster of Canalside, Horsell, Mount Hermon and Pyrford.	Additional provision required – no schemes identified.

Infrastructure type	Short-term 2017-2022	Medium to long-term 2023-2027
	Sheerwater Regeneration Scheme to provide replacement and improved nursery and children's centre.	
Primary schools	Additional forms of entry to be provided within existing schools through expansion in admission numbers.	Additional forms of entry to be provided within existing schools and potentially through new schools.
Secondary schools	Additional forms of entry to be provided within existing schools, and new Hoe Valley Free School.	Additional forms of entry to be provided within existing schools (including at Hoe Valley Free School).
Further and Higher education	Additional sports provision at Woking College. Expansion of existing site to meet growing future need. New sixth form provision at Hoe Valley Free School.	Additional demand to be accommodated within existing establishments. Possible re-location of Woking College.
Health		
GPs	Extension/refurbishment/reconfiguration of existing facilities to meet growing demand (preferred option); or new health centres. Sheerwater Regeneration Scheme to provide replacement – and improved – health centre. Potentially a new health centre as part of Victoria Square development.	Additional GP provision likely to be required.
Dentists	Additional dental provision likely to be required. No specific projects identified.	Additional dental provision likely to be required. No specific projects identified.
Hospitals	Co-location of services with primacy and community care facilities to reduce demand on hospital services. Potential expansion of services at Woking Community Hospital. Redevelopment of St Peter's hospital, Chertsey.	No specific needs identified within Borough. On-going redevelopment of St Peter's hospital, Chertsey, to fund future projects to improve hospital and community services.
Ambulance services	Potential for re-configuration of ambulance estate.	No specific needs identified.
Social and community		
Supported accommodation	Additional nursing care, residential care and extra care beds required. Accommodation to meet needs of the elderly flagged	Additional provision likely to be required – no specific plans identified, but potential for additional ECH scheme in east of Borough identified

Infrastructure type	Short-term 2017-2022	Medium to long-term 2023-2027
	as a key requirement for development at Sheerwater Priority Place and Land at Broadoaks (in draft Site Allocations DPD). Specialist supported accommodation scheme for vulnerable young people. Additional 'move on' accommodation for those with support needs.	(similar to the Brockhill scheme).
Community facilities	Development of Community Hub as part of Sheerwater Regeneration Scheme, to include Youth and Community Centre. Development/improvement of existing community facilities through grants scheme.	Development of Community Hubs in Byfleet. New/improved community facilities as key requirement of redevelopment of allocated land in draft Site Allocations DPD e.g. West Byfleet Library, Byfleet Library, Camphill Club and Scout Hut, Woking Youth Centre, Woking Football Club, Coign Church, HG Wells Conference Centre & The Big Apple.
Indoor sports	Additional capacity planned at Woking Leisure Centre and Pool in the Park. New leisure facilities on land adjacent to Egley Road for co-use (as part of Hoe Valley Free School scheme) to meet demand. New leisure facilities at Bishop David Brown School for co-use, to meet demand.	Additional capacity planned at Woking Leisure Centre and Pool in the Park.
Public services		
Waste	Additional capacity to be provided through intensification and enhancement of existing sites, including Martyrs Lane, and at new, appropriate sites brought forward by the waste management industry. A new waste transfer station at the Slyfield estate would increase recycling capacity for Woking.	Land at Martyrs Lane to the east of the existing Community Recycling Centre is safeguarded in the Surrey Waste Plan 2008 for waste management facilities to meet growing demand.
Libraries	Maximise capacity within existing libraries. Additional	Potential re-provision of library in West Byfleet as part

Infrastructure type	Short-term 2017-2022	Medium to long-term 2023-2027
	capacity provided via online services (shift to digital delivery).	of any future comprehensive redevelopment schemes in the District Centre. Potential re-provision of library in Byfleet as part of any redevelopment of the site
Cemeteries	Maximise capacity within existing facilities to meet growth. Series of improvements to Brookwood Cemetery.	Maximise capacity within existing facilities to meet growth.
Police	New infrastructure required to accommodate additional police officers. Investment in new patrol vehicles. Improvements and additions to Automatic Number Plate Recognition infrastructure.	A new, modern headquarters is sought, potentially co-located with other Blue-Light services.
Fire and Rescue	New fire station on Victoria Way sufficient to meet demand. Crewing levels continually reviewed based on assessment of community risk.	
Utility services		
Gas	No specific projects identified.	No specific projects identified.
Electricity	Adequate supply capacity is available to meet demand. Reinforcement to the Byfleet Grid will increase capacity and maintain security of supply.	No specific projects identified.
Combined Heat and Power	Expansion of existing CHP station at Victoria Way car park and network (Heat Zone 1) in Woking Town Centre. New energy station at Poole Road, and expansion of network (Heat Zone 2).	Expansion of energy distribution infrastructure to Heat Zone 3 (and potentially new small, localised plants installed on appropriate sites to the south of the railway).
Water supply	No specific projects identified. Focus on demand management measures.	No specific projects identified.
Waste water	Upgrades to the existing drainage infrastructure at proposed allocated sites likely to be required to ensure sufficient capacity is brought forward ahead of development.	Upgrades to the existing drainage infrastructure at proposed allocated sites likely to be required to ensure sufficient capacity is brought forward ahead of development.
Telecommunications	On-going roll out of 4G mobile network infrastructure via upgrades to existing	Potential roll out of 5G infrastructure.

Infrastructure type	Short-term 2017-2022	Medium to long-term 2023-2027
	network and deployment of new base station. Extending fibre broadband infrastructure to remaining 4% of premises unable to access speeds of 15Mb/s or more via Gainshare funding.	
Flood alleviation		
Flood alleviation	Hoe Valley Restoration Scheme (extension and enhancement to existing scheme). Rainwater Garden Project. Works to mitigate surface water flooding – several projects being investigated.	Old Woking Flood Alleviation and Environmental Enhancement Scheme. Byfleet Flood Alleviation Scheme. Sutton Green Flood Alleviation Scheme.
Green infrastructure		
Natural and semi-natural space (including SANG)	On-going improvements at Horsell Common, White Rose Lane, Brookwood Country Park, Heather Farm.	Additional SANG land required to provide capacity for post-2022 at Byfleet, Brookwood Farm, Westfield Common, Gresham Mill.
Children and teenage provision	Refurbishment and improvement of existing facilities across Borough. New provision required to meet shortfall in existing areas, and to serve new development. New neighbourhood play area as part of Sheerwater Regeneration Scheme.	Refurbishment and improvement of existing facilities across Borough. To 2027, 6 LEAPs, 1 NEAP and 2 MUGA/Skateparks required to serve new development.
Parks, gardens, recreation grounds, and amenity space	Continued enhancements to existing provision. New provision through the design of new development proposals.	Continued enhancements to existing provision. New provision through the design of new development proposals. Potential new heritage parkland/country park as part of Woking Palace refurbishment proposals.
Outdoor sports	Focus on improvements to existing provision across Borough. Additional sports pitch provision and ancillary facilities will be required to meet growing demand.	
Allotments	116 five-rod plots at sites distributed across the Borough (as identified in Natural Woking) to meet demand.	
Green corridors	On-going improvements to the network. New development proposals to identify opportunities to connect to the network.	

1.0 Introduction

- 1.0. This document is the latest draft Infrastructure Capacity Study and Delivery Plan (IDP) for Woking Borough which has been prepared to support the delivery of Woking's Core Strategy and other elements of the Development Plan. The IDP is considered to be a 'living document' which is updated when new information becomes available. As such, this latest draft has been updated in 2017 to reflect new evidence.
- 1.1. In broad terms, this document sets out:
 - the likely impact of development planned through the Local Development Documents and anticipated demographic changes on the Borough's physical, social and green infrastructure.
 - the mechanisms in place to ensure that the additional infrastructure necessary to support new development is provided over the Plan period.
- 1.2. When first drafted, the IDP covered the period 2010 to 2027 (equivalent to the Core Strategy). This latest draft continues to cover the period up to 2027, and it will be periodically monitored and reviewed.
- 1.3. The National Planning Policy Framework (NPPF) states that the government expects the planning system to deliver, amongst other things, the infrastructure that the country needs, and that crucially, local authorities should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies set out in the NPPF.
- 1.4. The wider context for the IDP is explained in some detail in Section 2 of this document. However, in summary, infrastructure planning is essential to:
 - support the place-shaping role of local authorities and their partners;
 - achieve investment and make the best use of assets in the area; and
 - support the growth planned for in the Development Plan for the area, and in other strategies of the Council.

Status of this document

- 1.5. The IDP forms a key element of the evidence base for the Council's Local Development Documents (LDDs) particularly the Core Strategy (adopted October 2012) and Site Allocations Development Plan Document (at the time of writing, this is being prepared).
- 1.6. The IDP is not a shopping list for planning obligations contributions; however, it was and will be used to inform the Community Infrastructure Levy (CIL), and in particular, the Regulation 123 List.
- 1.7. It is not intended to capture every single project being planned for each infrastructure category and the Council recognises that there are other plans and strategies that exist that provide more detail regarding the delivery of individual schemes.
- 1.8. This document has been prepared by officers of the Council, with the involvement of all relevant stakeholders including the various delivery agencies. The IDP is based on the best information reasonably available at the time of writing and using the professional judgement of those involved.
- 1.9. The IDP is a live document, which is monitored and updated as per the commitment under policy CS16 of the Core Strategy. Therefore updates from infrastructure and service providers are welcomed. There is a small number of providers who have not yet

responded with information to inform the IDP. The Council would particularly wish to secure a response from such providers in order that their comments can be taken into consideration as the Plan progresses.

- 1.10. As such, the Council welcomes comments on this document. Any comments should be sent in writing to the following address:

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Or by emailing: planning.policy@woking.gov.uk

2.0 The Policy Context

- 2.1 Since the first draft of the IPD was published, the policy context in which the IDP has been prepared has changed considerably. The impact of the financial crisis on government finances, the abolition of Regional Development Agencies and a progressive shift in Government policies in favour of localism has radically changed the approach of the UK government (both central and local) to economic development and regeneration funding.
- 2.2 The previous draft IDP, and Woking's Core Strategy, supported the Surrey Strategic Partnership Plan (2010-2020) and the Woking Community Strategy, which aimed to improve the social, economic and environmental well-being of their respective areas. These were developed by Local Strategic Partnerships (LSPs) – non-statutory bodies that brought together the public, private, voluntary and community sectors at the local level. The Woking Local Strategic Partnership was a member of the Surrey Strategic Partnership (the county-wide LSP).
- 2.3 The localism agenda of the Coalition Government and its public expenditure policy has led to the abolition of LSPs, and the creation of new local partnerships and collaborative arrangements. The Deregulation Act 2015 removed the duty on local authorities to produce a Sustainable Community Strategy. The Woking Partnership and Surrey Strategic Partnership have therefore now been disbanded, but many of their aims and commitments – including those on place-shaping and infrastructure delivery - have been subsumed into new partnerships being created under the new policy landscape, explored in further detail below.

National Policy Context

National Planning Policy Framework

- 2.4 On 27 March 2012, the Government published a new National Planning Policy Framework (NPPF) which has an overall goal of achieving sustainable development. The policies in the Core Strategy contribute towards achieving this goal, and provide the framework for the delivery of locally generated growth in parallel with national planning objectives. At the time of writing, the Government is consulting on a draft new NPPF and updates to the National Planning Practice Guidance (PPG) – with publication of a final Framework anticipated before summer 2018. Both the existing and draft NPPF emphasise the need to engage early and continuously with infrastructure providers to inform plan policies and development proposals, to determine where additional and/or improved infrastructure is necessary to support the delivery of sustainable development.

Planning for Infrastructure

- 2.5 The NPPF states that the Government expects the planning system to deliver, amongst other things, the infrastructure that the country needs, and that crucially, local authorities should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies set out in the NPPF.
- 2.6 In planning for infrastructure, the NPPF requires local planning authorities to work with other authorities, providers and relevant bodies to determine where additional infrastructure is necessary. :
 - assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands; and

- take account of the need for nationally significant infrastructure within their areas.
- 2.7 Furthermore, the NPPF makes it clear that when setting strategic priorities for an area, strategic policies and site allocations should help provide infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy (including heat); and community facilities such as those for health, education, and culture, including landscape and green infrastructure.
- 2.8 With regards to the delivery of specific infrastructure items, the NPPF states that local planning authorities should:
- produce policies which recognise and seek to address any lack of infrastructure which may be a potential barrier to investment in business, and identify priority areas for infrastructure provision to build a strong, competitive economy;
 - work with neighbouring and local highway authorities and transport providers to develop strategies and investments for the provision of viable infrastructure necessary to support sustainable transport and development patterns;
 - support the provision of high quality communications infrastructure to support the expansion of electronic communications networks, including next generation mobile technology and full fibre broadband connects;
 - plan positively for infrastructure measures that mitigate climate change impacts and ensure the future resilience of communities e.g. through suitable adaptation measures and the provision of renewable and low carbon energy and associated infrastructure;
 - plan positively for the provision and use of shared spaces, community facilities and other local services to enhance residential environments;
 - take a proactive, positive and collaborative approach to meeting the requirement for school place provision within the area – great weight should be given to the need to create, expand or alter schools;
 - carry out assessments to determine the need for new and/or improved open space, sport and recreation facilities, which should be used to determine what open space, sports and recreation provision is required in the area; and
 - set out a strategic approach to planning positively for the creation, protection, enhancement and management of networks of habitats and green infrastructure which deliver multiple benefits.
- 2.9 The NPPF therefore places a clear emphasis on infrastructure delivery planning in order to achieve effective plan-making and in turn, sustainable development. Of particular relevance for the revision of this IDP, the NPPF sets out how the local planning authority should ensure that planning policies should be underpinned by relevant and *up-to-date* evidence.

Viability

- 2.10 The NPPF provides in-depth guidance on viability and requires that local planning authorities have regard to the impact of the *cumulative effect* of all their planning requirements on viability so that the implementation of the plan and delivery of development is not threatened. Furthermore, the NPPF expects plans to be clear about the scale of obligations and contributions expected in association with development, to ensure that requirements on developments set through plan policies are deliverable, more transparent and provide certainty for developers.
- 2.11 With regards to the Community Infrastructure Levy (see below), the NPPF is clear that its purpose is to *support* and *incentivise* development in an area and advocates that local

authorities should prepare and test their CIL Charging Schedules alongside the Local Plan.

- 2.12 The National Planning Practice Guidance (PPG) re-iterates the guidance in the NPPF on viability and whilst it does not advocate an approach for assessing viability, it does list the underlying principles for understanding viability in planning as being:
- evidenced based judgement;
 - collaboration; and
 - a consistent approach.
- 2.13 The PPG states that these principles will also be relevant for CIL. Woking Borough Council appointed Dixon Searle Partnerships to review the development viability scope for a range of development types (residential and commercial / non-residential) to support CIL funding in the Borough. The study put forward a series of recommended differential charging rates which would achieve an appropriate balance between contributing to local infrastructure funding needs and development viability. The Council subsequently used this advice in setting reasonable charging rate levels.
- 2.14 The Council also considered development viability when preparing its Development Plan policies, taking into account recommendations from a range of evidence-base documents including the Economic Viability Assessment (2010) which informed the preparation of the Core Strategy.
- 2.15 Applicants may also submit a Financial Viability Assessment as part of a planning application to demonstrate, for example, that an individual site is unable to sustain the costs of affordable housing requirements set out in policy CS12 of the Core Strategy. The viability of a scheme would then be taken into consideration as part of the Development Management process. The draft new NPPF and PPG adopt a new approach to viability, whereby viability assessment should not be necessary at the decision-making stage if planning policies are based on sound viability evidence; and, if an assessment is necessary, should only be required in certain circumstances.

The Community Infrastructure Levy

- 2.16 The statutory basis for charging CIL was introduced by the Planning Act 2008. Following this, the Community Infrastructure Levy Regulations 2010 came into force on 6 April 2010, allowing CIL to be charged for the first time. Since then, the CIL Regulations 2010 have been amended no less than four times: first by the CIL (Amendment) Regulations 2011, second by the CIL (Amendment) Regulations 2012 and then more recently by the CIL (Amendment) Regulations 2013 and February 2014.
- 2.17 Further to this, the Government has also issued new statutory guidance on CIL (April 2013) which Charging Authorities must take into account. This replaces previous guidance and should be complied with in terms of the setting and operation of the Community Infrastructure Levy.
- 2.18 CIL was introduced to allow local authorities to raise funds from developers undertaking new building projects in their area, the purpose of which is to provide infrastructure to support the development of a place, rather than to make individual planning applications acceptable in planning terms. As a result, planning obligations (commonly known as s106 agreements) may still be required to address some site specific impacts of development, without which planning permission would not be granted.

- 2.19 However, in order to ensure that planning obligations and CIL can work in a complementary way, the government has also introduced new statutory restrictions upon the use of planning obligations to clarify their purpose and to ensure that the two mechanisms can work effectively together.
- 2.20 Here, under powers in the Planning Act, the CIL Regulations 2010 change the use of planning obligations by:
- placing into law the policy tests on the use of planning obligations set out in Circular 05/2005 (which has been replaced by the NPPF);
 - ensuring the local use of CIL and planning obligations does not overlap; and
 - limiting pooled contributions from planning obligations towards infrastructure which may be funded by CIL.
- 2.21 CIL was adopted by the Council on 23 October 2014, and is described in more detail under the 'local policy and partnerships' section below.

National Planning Practice Guidance

- 2.22 The Government's planning practice guidance (PPG) states that as part of the Local Plan process, local authorities should identify what infrastructure is required and how it can be funded and brought on stream at the appropriate time whilst ensuring that the requirements of the plan as a whole will not prejudice the viability of development.
- 2.23 The PPG also advises that it should be made clear in Local Plans for at least the first 5-years, what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated rate and phasing of development. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.

New Homes Bonus

- 2.24 The New Homes Bonus was introduced by the Coalition Government in 2011. It is a grant paid by central government to local councils to reflect and incentivise housing growth in their areas. The Bonus is currently paid each year for six years, based on the amount of extra Council Tax revenue raised for new-build homes, conversions, and long-term empty homes brought back into use.
- 2.25 The key points of the New Homes Bonus scheme design are:
- Financial reward for the delivery of new homes, equal to the national average for the Council Tax band on each property, payable in the relevant year and the five years following that year, that is a total of six years. The bonus is paid as an un-ring-fenced grant.
 - An additional enhancement of £350 (approximately 25% of the average Band D council tax) for each new affordable home delivered including existing properties that are acquired as additional affordable housing stock.
 - Local authorities will also be rewarded for the provision of additional public or RSL run Gypsy and Traveller pitches (rewarded as a Band A addition plus an additional £350 per annum).
 - Empty homes that are brought back into use will also be rewarded, linked to the relevant Council Tax band plus an enhancement of £350.
 - In two tier authorities, 80% of the grant will go to the lower tier authority and 20% to the upper tier authority (Surrey County Council).

- 2.26 The New Homes Bonus is not ring fenced and can be spent in any way determined by the Council. The Executive has agreed that the bonus will be set aside and not incorporated in the base budget. It will be used initially to temporarily finance enabling expenditure to progress the development of Community Assets. The funds will be fully repaid upon the achievement of capital receipts in the community.
- 2.27 The New Homes Bonus grant determination for 2016/17 in Surrey is set out in Table 1 below:

Council	Grant (£)
Surrey County Council	5,981,162
Elmbridge	2,967,242
Epsom and Ewell	2,116,629
Guildford	2,362,055
Mole Valley	1,325,268
Reigate and Banstead	3,710,066
Runnymede	2,010,921
Tandridge	1,846,035
Surrey Heath	1,418,186
Waverley	2,229,521
Woking	2,043,092

Table 1: New Homes Bonus 2016/17 Allocations (Source: DCLG, May 2016)

- 2.28 In December 2016, the Government announced changes to the New Homes Bonus. In 2017, a national baseline is to be introduced for housing growth of 0.4%, below which the Bonus will not be paid. The government will also reduce the number of years in which payments are made from six years, to five years in 2017/18, and to four years from 2018/19. The funding released from this measure will be retained by local authorities to contribute towards adult social care costs.
- 2.29 Woking Core Strategy indirectly influences the amount of Bonus a local authority is awarded by providing a positive framework for the sustainable delivery of housing.

Sub-regional Policy and Partnerships

- 2.30 Since its election in May 2015, the Conservative government has brought forward measures to devolve more powers away from central government to local regions. It is intended that devolution will provide greater freedoms and flexibilities at local level, meaning councils can work more effectively to improve public services for their area. The result will be more effective, better targeted public services, greater growth and stronger partnerships between public, private and community leaders in local areas.
- 2.31 The Cities and Local Government Devolution Act 2016 takes the form of enabling legislation and requires negotiations between the UK government and local authorities (or groups of local authorities), known as 'devolution deals', to bring any transfer of budgets and/or powers into effect. By entering into legal partnerships with other councils nearby to form 'combined authorities', councils will be able to work together on the issues and opportunities that apply across existing boundaries, such as infrastructure and growth, using funding transferred from central government.

2.32 By September 2015 a total of 38 towns, cities, counties and regions had submitted devolution proposals to the government, including ‘Three Southern Counties’.

Local Enterprise Partnerships

2.33 In the Emergency Budget of June 2010, the Chancellor of the Exchequer set out a plan to introduce Local Enterprise Partnerships (LEPs) – non-statutory, business-led, public/private bodies established to drive economic growth. The Government announced the approval of 24 LEPs in the October 2010 White Paper ‘Local Growth: Realising Every Place’s Potential’. A further 15 LEPs were subsequently approved, taking the total to 39. All areas of England are covered by a LEP. Surrey is covered by two cross-boundary LEPs:

- **Enterprise M3** – which covers the M3 corridor to the west of the County.
- **Coast to Capital** – which covers the corridor from Brighton to Croydon to the east of the County.

2.34 Woking falls within the Enterprise M3 LEP, as per Figure 1 below.



Figure 1: Enterprise M3 LEP Area – shaded grey (Source: Enterprise M3 website, accessed 2017)

2.35 The Government encourages LEPs to collaborate in respect to transport, housing and planning as part of an integrated approach to growth and infrastructure delivery (HM Government, 2010).

2.36 One of the key roles of a LEP is to explore new ways of funding infrastructure and enterprise investment. The context for LEPs has changed significantly over the last few years: from voluntary ‘light touch’ local partnerships, LEPs have now secured modest government core funding and significant awards of the Growing Places Fund, as well as EU Structural and Investment Funds, which can be spent on infrastructure delivery.

- 2.37 LEPs were able to bid for funding from the first four rounds of the Regional Growth Fund, but barred from bidding in rounds 5 and 6, which were only to be open to private enterprises. In March 2014, all 39 LEPs submitted Strategic Economic Plans to negotiate Growth Deals, with funding awarded from the Single Local Growth Fund, created in the 2013 Spending Review. In July 2014, the government announced details of funding received by each LEP over the period 2015-2021. In January 2015, the government expanded the deals, with LEPs awarded a further £1 billion in total between 2016 and 2021.
- 2.38 The 2016 Budget included the announcement that up to £1.8 billion would be allocated through a further round of Growth Deals in the course of 2016. As of March 2016, £7.3 billion worth of Growth Deal funding had been allocated to LEPs.

Enterprise M3 Strategy for Growth and Action Plan

- 2.39 In May 2013, Enterprise M3 updated its Strategy for Growth and Action Plan for the area¹. At the heart of the strategy is the aim to create a sustainable, high performing economy. To succeed, one of four main issues identified for action is 'Infrastructure and Place': ensuring that the area has in place the connectivity improvements, road, rail, air and broadband that allows businesses to grow. This theme has several actions associated with it:
- Lobby for sufficient aviation capacity for business travel and access to Heathrow for businesses across Enterprise M3;
 - Establish an effective housing development strategy channelling investment, using a new Housing Investment Board;
 - Address congestion, along with road, rail and air transport "bottlenecks";
 - Explore issues around enhanced internet speeds and capacity.

Enterprise M3 Strategic Economic Plan

- 2.40 The Strategic Economic Plan (SEP) builds on the Strategy for Growth, and presents an overarching view of a wider, coordinated programme of activities for Enterprise M3 to 2020.
- 2.41 A series of spatial measures are put forward in the Plan, which aim to create, amongst other things, a region supported by strong infrastructure offering unparalleled accessibility, attractive to national and international businesses. The Plan identifies Basingstoke, Guildford, Farnborough and Woking as 'Growth Towns'. It sets out how growth packages for the key Growth Towns include projects around congestion and housing and specific infrastructural investments to further grow the business visitor economy and access to superfast broadband. The plan describes the broad investment priorities and interventions that will drive the long-term and sustainable growth of the LEP area. Interventions are presented under several themes, including housing, and transport and infrastructure.
- 2.42 A Delivery Plan submitted to the government alongside the SEP sets out how Enterprise M3 will use £340m Local Growth Fund money alongside £392m of local funding to help deliver the vision and aims set out in the SEP. It also provides a full breakdown of Growth Packages for Growth Towns and a breakdown of 2015/16 spend by thematic area.

¹ Enterprise M3 Strategy for Growth (May 2013) is available at: <https://www.enterprisem3.org.uk/document/strategy-growth-may-2013>

- 2.43 The Plan sets out how, following the adoption of Woking's Core Strategy, the Council is seeking Local Growth Funding to address road capacity and rail bottleneck infrastructure constraints, which are acting as a genuine barrier to further investment and growth. The growth packages for Woking include:
- an investment package to tackle major congestion issues including Victoria Arch capacity improvements;
 - a sustainable transport package, and A320/2 road improvements to help progress plans to accelerate housing delivery for Woking, including the regeneration of Woking Town Centre;
 - multi-modal interchange at Woking rail station.
- 2.44 To deliver the Plan, the LEP and in particular the Enterprise M3 Leaders Board will work closely with its partners to align central government, EU and private sector investments with local authority investments and in-kind and funds' contributions from educational institutions and other research establishments.
- 2.45 To date, Woking Borough Council has been awarded the following funding for infrastructure projects:
- Woking Town Centre Transport Infrastructure Package (£11m Local Growth Fund)
 - Woking Sustainable Transport Package (£3m Local Growth Fund)
 - Sheerwater Access Road (£2m Growing Enterprise Fund)

Enterprise M3 European Structural and Investment Fund Strategy

- 2.46 The Enterprise M3 area has been allocated 50 million euros of European Structural and Investment Funding for the 2014-2020 funding period. This is made up of European Regional Development Fund (ERDF), European Social Fund (ESF) and European Agricultural Fund for Rural Development (EAFRD) funding.
- 2.47 Updated in April 2016, the Enterprise M3 European Structural and Investment Fund Strategy forms part of a wider coordinated programme of activity for Enterprise M3. In line with the Strategic Economic Plan, EU funds will be used alongside Local Growth Deal funding and the Growing Enterprise Fund to maximise business growth in the area. The European Commission does not expect partners in more developed areas to allocate too much funding to sustainable infrastructure (developing areas across Europe take precedence here). Only a modest proportion of funding – 13% - is therefore allocated to a strategic action entitled 'low carbon and sustainable infrastructure', and is aimed at supporting low carbon technologies. This measure will work in tandem with Local Growth Fund to unlock infrastructural constraints on business growth and ensuring that opportunities in the low carbon economy are exploited.

Local Nature Partnerships

- 2.48 Local Nature Partnerships were introduced by the government's 2011 'Natural Environment White Paper'. The aim was that LNPs would help their local area to manage the natural environment as a system and to embed its value in local decisions for the benefit of nature, people and the economy. To do this effectively, they would need to be self-sustaining, strategic partnerships of a broad range of local organisations, businesses and people with the credibility to work with, and influence, other local strategic decision makers such as local authorities, LEPs and Health and Wellbeing Boards.
- 2.49 The Surrey (Local) Nature Partnership (SyNP) was recognised by the Department for Environment, Food and Rural Affairs in August 2012. The vision of the partnership is to enrich the future for all through a healthy natural environment in Surrey and beyond. Its

strategy is to link a wide variety of organisations and groups in Surrey to form an influential partnership, bringing together expertise to ensure that decisions take the true costs and benefits of the environment into account.

Natural Capital Investment Strategy for Surrey

- 2.50 Published in 2015, this strategy² helps to plan and coordinate collective investment in the natural environment of Surrey. 'Natural capital' refers to the elements of nature that produce value (directly and indirectly) to people, such as the stock of forests, rivers, land, minerals and oceans.
- 2.51 SyNP believe priorities should be set to invest in natural capital where it is under most threat, where benefits arising are under most threat and where additional benefits can be best realised. This document sets out a series of strategic priorities to achieve a thriving, resilient and attractive county providing natural benefits to all who live and work in Surrey. The document also sets out SyNP's investment approach and principles, and the mechanisms through which they intend to deliver the vision for Surrey's natural capital.
- 2.52 The strategy informs the Natural Capital Investment Plan, which will be published in 2017.

Biodiversity and Planning in Surrey

- 2.53 The Surrey Nature Partnership has prepared 'Biodiversity and Planning in Surrey' (May 2014) which offers advice to those involved in planning to ensure that development within the county protects and enhances the biodiversity which underpins our natural capital. The previous version of this document was produced by the Surrey Wildlife Trust for the Surrey Biodiversity Partnership, which is now superseded by the Surrey Nature Partnership.
- 2.54 The revised document reflects significant recent advances in national policy and incorporates ongoing changes brought about by the NPPF. The document contains advice which helps local authorities honour their statutory 'Biodiversity Duty' under Section 40 of the Natural Environment & Rural Communities Act 2006.
- 2.55 This latest iteration of the IDP will help ensure development plan policies and planning decisions are based upon adequate, up-to-date and relevant information about the environmental characteristics of Woking Borough, including the relevant biodiversity resources of the area. Section 15 in particular identifies the green infrastructure assets of the Borough, and can help ensure development impacts are avoided and/or mitigated against.

Surrey Strategic Planning and Infrastructure Partnership

- 2.56 The Localism Act was introduced by the Government in November 2011. The aim of the act was to devolve more decision-making powers from central government back into the hands of individuals, communities and councils. The act covers a wide range of issues related to local public services, with a particular focus on the general power of competence, community rights, neighbourhood planning and housing.
- 2.57 The Localism Act amends the Planning and Compulsory Purchase Act 2004, and introduces the 'duty to cooperate'. It places a legal duty on local planning authorities,

² The Natural Capital Investment Strategy for Surrey (November 2015) is available at: <https://surreynaturepartnership.files.wordpress.com/2015/11/naturally-richer-a-natural-capital-investment-strategy-for-surrey.pdf>

county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross-boundary matters which may have different relevant functional geographies, for example housing market areas and landscape areas. The aim is to encourage positive, continuous partnership working on issues that go beyond a single local planning authority's area – such as infrastructure.

- 2.58 Planning for infrastructure is a critical element of strategic planning. The NPPF makes it clear that local authorities should work with other local planning authorities and providers to assess the quality and capacity of a range of infrastructure types (see above). Planning for infrastructure is also a key requirement of the effectiveness element of the test of Local Plan soundness, which requires plans to be deliverable and based on effective joint working on cross boundary strategic priorities. The involvement of infrastructure providers in Local Plan preparation is critical to ensure that Local Plans are deliverable.
- 2.59 Local authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. An Inspector will recommend that the Local Plan is not adopted if the duty has not been complied with.
- 2.60 In July 2014, the Surrey Leaders Group agreed to meet as the Surrey Strategic Planning and Infrastructure Board with specified terms of reference to provide a vehicle for cooperation and joint working between local authorities in Surrey on strategic planning issues, including infrastructure investment and funding streams.
- 2.61 The Board comprises local authorities acting together in accordance with their powers under the Local Government Act 2000 to promote the environmental well being of their areas, and the requirements under the duty to cooperate, together with other groups as necessary to fulfil those requirements. One aim is to integrate strategic spatial, economic and infrastructure priorities for Surrey with a clear set of agreed objectives for delivering 'sustainable' prosperity in Surrey, building on the priorities in Surrey Future, the Strategic Economic Plans and Local Plans and collaboration with the LEPs and Surrey Local Nature Partnership.

The Local Strategic Statement

- 2.62 The Surrey Leaders Group also agreed on how authorities will work together to prepare a Local Strategic Statement. The preparation of a Local Strategic Statement would be undertaken by the Surrey Planning Officers Association and would set out common priorities on strategic matters that can be used to demonstrate the duty to cooperate. As part of this preparation there is a need to develop a cross-county evidence base around four main themes:
- an up-to-date Strategic Housing Market Assessment
 - an up-to-date Employment Land Review
 - future infrastructure needs
 - an assessment of the Green Belt.
- 2.63 The Local Strategic Statement is currently being drafted. It will set out common priorities, opportunities, and constraints, and how authorities can work together to achieve their full potential. It will help make the case for investment in Surrey, especially funding for transport and other infrastructure from the LEP.

County Policy and Partnerships

- 2.64 In March 2016, Surrey County Council published its Corporate Strategy: 'Confident in Surrey's Future'³, which describes the vision and objectives for the County from 2016 to 2021. The Council has a number of critical challenges to overcome by 2021:
1. Adapting to changing birth rates and people moving into Surrey, by creating 13,000 more school places;
 2. Preparing for increased demands on health and social services as Surrey's population grows and the number of older people reaches 20% of the population;
 3. Surrey's economy expanded by 19% between 2010 and 2014, but there are critical challenges: roads are congested; employers struggle to attract staff with the right skills; and there is limited affordable housing.
- 2.65 The Council has three corporate goals to address these challenges:
- **Wellbeing** – everyone in Surrey has a great start to life and can live and age well
By: making the network safer for all users, building community resilience, enabling healthier and sustainable travel options;
 - **Economic prosperity** – Surrey's economy remains strong and sustainable
By: enabling housing and other developments through new infrastructure; improving network availability, increasing opportunities for Surrey residents and business;
 - **Resident experience** – residents in Surrey experience public services that are easy to use, responsive and value for money
By: keeping the network in good condition, improving resident engagement, creating a more free flowing network, achieving real efficiencies.
- 2.66 The two key county-wide policies and strategies under Surrey's theme 'environment and infrastructure' are the Local Transport Plan and the Minerals and Waste policies and plans.

Surrey Minerals and Waste Development Framework

- 2.67 Surrey County Council's Minerals and Waste Development Framework (MWDF) is a portfolio of plans and related documents that provide the blueprint for future mineral extraction and waste management in Surrey. The MWDF comprises:
- **Surrey Waste Plan 2008** – sets out the planning framework for the development of waste management facilities in Surrey up to 2018;
 - **Surrey Minerals Plan Core Strategy Development Plan Document (DPD) 2011** – forms part of the Surrey Minerals Plan and provides strategic policies and site specific proposals for the extraction of silica sand and clay for the period to 2026;
 - **Surrey Minerals Plan Primary Aggregates DPD 2011** – supplementary to the Core Strategy above – identifies the preferred areas and sites for primary aggregate extraction;
 - **Surrey Minerals Plan Minerals Site Restoration Supplementary Planning Document (SPD) 2011** – sets out Surrey County Council's vision of how mineral workings in Surrey should be restored during the period to 2026;
 - **Aggregates Recycling Joint DPD** for the Minerals and Waste Plans 2013 – identifies preferred areas for locating aggregate recycling facilities for period to 2026.

³ Available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0018/104346/Highways-and-transport-Business-Plan.pdf

- 2.68 The Surrey Waste Plan sets out the planning framework for the development of waste management facilities in Surrey. A new 'Surrey Waste Local Plan' (SWLP) is currently being drafted to cover the period 2018-2033. The new SWLP will include policies which set out how and where waste management can take place in Surrey in future. Amongst other things, these policies will identify sites which are suitable for hosting waste management facilities. This is likely to be adopted late 2019.
- 2.69 The MWDF was reviewed as part of Woking's Core Strategy production, and influenced its policies and proposals. The provision of infrastructure, including waste management and disposal facilities, is central to supporting the spatial vision and spatial strategy set out in the Core Strategy, and the requirements of policy CS16 on Infrastructure delivery. The Proposals Map accompanying the Core Strategy identifies safeguarded sites and designated safeguarding areas identified in the MWDF.

Surrey Transport Plan

- 2.70 The Surrey Transport Plan (STP) is the county's third Local Transport Plan, covering the period from 2011 to 2026. It is a statutory document. The STP comprises sections on the vision and objectives, problems and challenges, strategies, indicators and targets, implementation programmes and statutory assessments. Figure 2 below illustrates the structure of the STP and the arrangement of sections within it⁴.

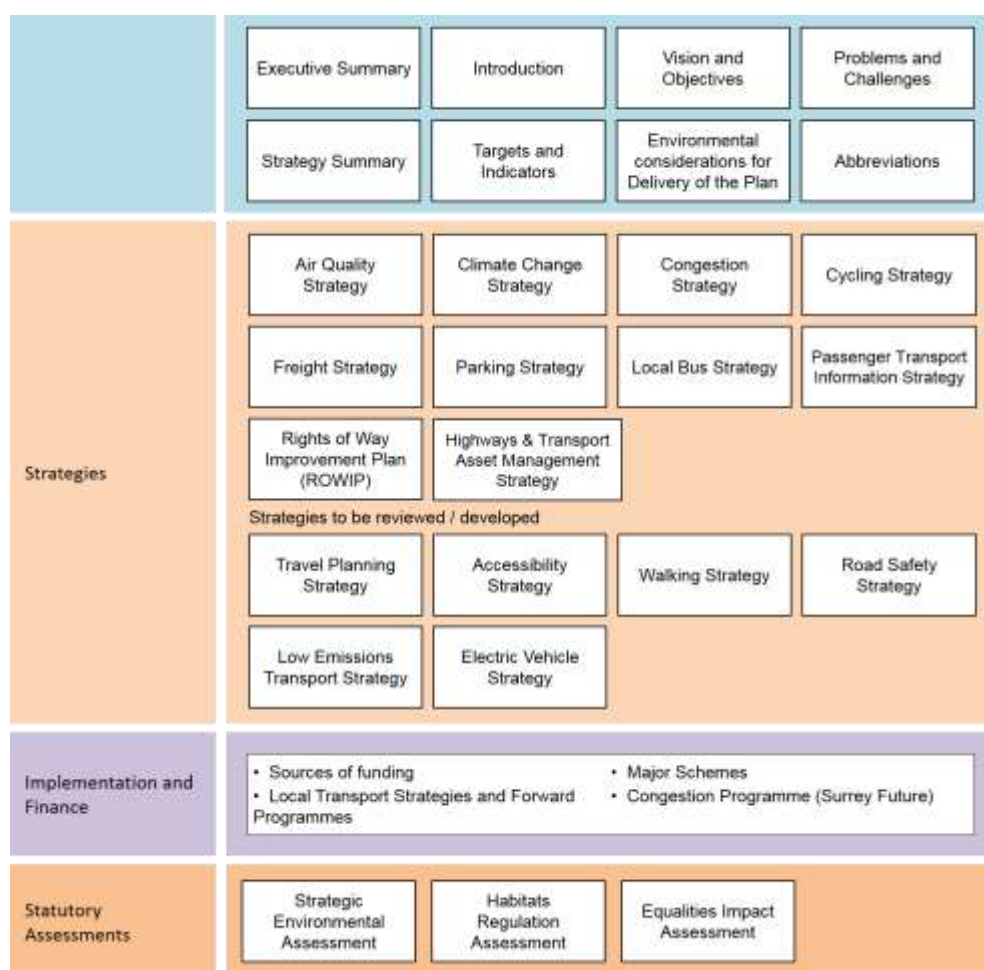


Figure 2: Structure of the Surrey Transport Plan (May 2018)

⁴ At the time of writing, the Low Emissions Transport Strategy and Electric Vehicle Strategy are being prepared by SCC, due for consultation in Summer 2018 and formal adoption into the STP towards the end of 2018.

- 2.71 The STP has an important role in attracting Government funding. It provides a framework for Major Transport Scheme bids, and Local Sustainable Transport Fund bids. It also has a key role in attracting developer contributions to mitigate the impacts of new developments.
- 2.72 The STP complements and supports development plan documents prepared by Woking Borough Council, and influenced the preparation of Woking's Core Strategy. Policy CS18 on Transport and accessibility specifically seeks to develop a well integrated community connected by a sustainable transport system, achieved by, amongst other things, joint working with key stakeholders to ensure that the objectives and overall vision of the STP are met.

Surrey Future

- 2.73 Surrey Future was launched in March 2013, and brings together Surrey's business leaders and representatives from the county council and boroughs and districts, to encourage sustainable, long term economic growth in Surrey. The Surrey Future Steering Board, which reports to the Surrey Leaders' Group, recognises that Surrey needs:
- a long term programme of deliverable infrastructure investments that support existing and emerging plans and strategies;
 - to be in a strong position to lobby for and bid effectively for funding – such as that from the LEPs;
 - to meet the requirements of the Duty to Cooperate;
 - to develop a shared evidence base across the county.
- 2.74 The initial focus for Surrey Future is on the strategic physical infrastructure required to deliver the economic development and spatial growth priorities in emerging and adopted Local Plans across Surrey's 11 districts and boroughs, including Woking's Core Strategy.

Surrey Infrastructure Study

- 2.75 Surrey local authorities commissioned AECOM to conduct a desk-based assessment to:
- work with the local planning authorities and service providers to understand infrastructure capacity issues;
 - present population and housing growth projections to 2030 based on existing and emerging Local Plans;
 - identify projects required to support growth;
 - establish cost of delivering infrastructure to support growth;
 - establish secured funding and potential contributions; and
 - understand the funding gap.
- 2.76 In these respects the assessment had similar objectives to this borough-level IDP, but at the county scale. The latest Surrey Infrastructure Study was published in November 2017, providing an overview of the current situation across the county under 8 broad infrastructure categories: education, health and social care, community facilities, green infrastructure, utilities, transport, flood defences, and emergency services. It provides an analysis for each borough, including Woking Borough, of planned development and proposed infrastructure investment, and thus represents a key reference document to inform this latest iteration of Woking's IDP.
- 2.77 The Study is being used to demonstrate the challenges faced in accommodating and supporting growth, and in particular to:

- improve forward planning by relevant services and organisations;
- provide the basis for an understanding across Surrey of the distribution of growth and associated infrastructure;
- support bids for funding;
- provide a basis for engaging with authorities across the South East and the Greater London Authority on growth issues and the opportunities of investing in strategic infrastructure priorities.

Woking Borough Council Policy and Partnerships

Woking 2050: A Vision for a Sustainable Borough

2.78 This strategy was adopted by the Council in 2015, and provides a framework to coordinate efforts to create a sustainable Borough by reducing impacts on the environment to 2050. One goal is that the Borough 'has a built environment that is developed sustainably, which meets local needs and enables the local economy to prosper'. Woking Core Strategy will not only play a key role in achieving this goal through the promotion of sustainable residential development, but also by ensuring the necessary infrastructure is in place such as sustainable transport systems and green infrastructure.

Woking Joint Committee

2.79 Woking Joint Committee is a joint committee of Surrey County Council and Woking Borough Council, established on 1 June 2014. The Committee is responsible for a number of areas previously considered under the former Surrey County Council Local Committee (Woking), as well as a number of new areas previously under the sole remit of Woking Borough Council.

2.80 Woking Joint Committee is made up of seven county councillors who represent each of the divisions within the borough and seven members from Woking Borough Council. They discuss and make decisions on issues such as school performance, activities for young people, transportation and highway improvements, community safety and health and wellbeing. The Joint Committee also acts as the Community Safety Partnership and Health and Wellbeing Board for Woking.

2.81 Various sub-committees and task groups have been established to enable the Joint Committee to carry out its functions in an efficient and expedient manner. An Infrastructure Working Group has been formed, made up of Woking Council and Surrey County Council Member representatives and officers, with the following aims and objectives:

- to meet the challenge of aligning infrastructure delivery to development coming forward on the back of the Core Strategy;
- to deliver the infrastructure requirements of the Core Strategy as amplified in this Infrastructure Delivery Plan;
- to facilitate delivery of the schemes identified in the CIL Regulation 123 list; and
- to coordinate with other infrastructure providers including utility companies.

2.82 The Group will also advise the Joint Committee on the Regulation 123 List (a list of infrastructure projects or types of infrastructure that can be wholly or partly funded by CIL) and their priority, in delivery terms, to ensure maximum benefit to the community.

Development Plan for Woking

- 2.83 The Development Plan for Woking is a set of adopted documents that set out the Council's planning policies and proposals for the development and use of land in the Borough and for the purpose of all other planning decisions.
- 2.84 The plan is made up of several documents, which at the time of writing include:
- Woking Core Strategy (2012): provides the strategic policy framework for planning in Woking up to 2027;
 - Development Management Policies Development Plan Document (DPD) (2016): provides detailed policies to help determine day to day planning applications;
 - Proposals Map (2016), including Insets Map;
 - Adopted Neighbourhood Plans;
 - The Surrey Minerals Plan Core Strategy and Primary Aggregates DPDs (2011);
 - The Surrey Waste Plan (2008);
 - The saved policy of the South East Plan: Policy NRM6 Thames Basin Heath SPA.
- 2.85 The Council is also preparing the Site Allocations SPD - when adopted this will also form part of the Development Plan for the area.
- 2.86 The combined policies of Woking Core Strategy and the Development Management Policies DPD supersede the Woking Borough Local Plan 1999.
- 2.87 The purpose of the IDP is to support the Development Plan for Woking by identifying key items of physical and social infrastructure required to achieve the policies and objectives of the Plan to 2027. This latest IDP also supports the emerging Site Allocations DPD – which, when adopted, will become part of the Development Plan - by identifying infrastructure requirements that relate to specific site allocations.

Woking Core Strategy

- 2.88 Woking Core Strategy was adopted in October 2012, and provides the local strategic planning policy context within which all other Local Development Documents are being prepared. Amongst other things, the Core Strategy sets out a framework for securing the necessary infrastructure to support development, including transport, education, health, utilities, community facilities, open spaces and green infrastructure and how this will be achieved. The Core Strategy was prepared using a robust, credible and up-to-date evidence base to justify its policies and proposals, of which the IDP formed a key element.
- 2.89 Policy CS16: Infrastructure Delivery, sets out the Council's approach to securing the necessary infrastructure to support the level of growth proposed in the Core Strategy, and to serve the changes in the Borough's demographic make-up that is expected to take place over the Plan period. It also sets out the mechanisms that will be put in place to ensure infrastructure delivery. Paragraph 5.139 of the policy's supporting text sets out how the IDP will be updated regularly to ensure that it is as robust and up-to-date as possible, taking into account changes in need, capacity and the availability of funding sources in order that the Council and partners can respond to any changes to priorities in a timely and coordinated manner.
- 2.90 The following key policies also provide the planning framework for securing the necessary infrastructure to support development:

- Policy CS1 A spatial strategy for Woking Borough: provides a clear direction of how the vision for the Core Strategy will be delivered, including a commitment to work with partners to seek the infrastructure requirements to support it;
- Policy CS5 Priority places: to support the delivery of schemes in the Borough's Priority Places, such as improvements to transport infrastructure;
- Policy CS17 Open space, green infrastructure, sport and recreation: proposals for new development must contribute towards the provision of open space and green infrastructure (including Suitable Alternative Natural Greenspace to mitigate the impact of development on the Special Protection Area) through CIL, on-site provision or Section 106 Agreements;
- Policy CS18 Transport and accessibility: sets out a series of development requirements which will lead to a well integrated community connected by a sustainable transport system;
- CS19 Social and community infrastructure: promotes the provision of social and community infrastructure to support housing and job growth delivered by the Core Strategy; and resists the loss of facilities;
- CS23 Renewable and low carbon energy generation: supports the development of stand-alone renewable energy installations in the Borough.

2.91 In addition, Section 6 sets out how the Core Strategy will be implemented and monitored. It describes how the Council will work in partnership with infrastructure providers and the Woking Joint Committee to coordinate an effective and efficient delivery of infrastructure; and how this will be monitored and reviewed through a set of indicators and targets (detailed in Appendix 5).

Community Infrastructure Levy

2.92 Within policy CS16, the Council set out its intentions to introduce CIL in order to secure contributions from new development to pay for essential infrastructure. CIL has now been adopted by the Council (on 23 October 2014) and came into effect from 1 April 2015.

2.93 CIL is now the primary means of securing developer contributions towards infrastructure provision in the Borough. It is a standardised non-negotiable levy that is charged to new development to raise funds to deliver infrastructure to support development the Council, local community, or neighbourhood needs.

2.94 Although CIL largely replaces the Section 106 system – where planning contributions were negotiated on a case-by-case basis – in certain circumstances Section 106 Agreements continue to be used to secure some aspects of infrastructure provision that are specifically necessary to enable site-specific requirements to be delivered, including affordable housing.

2.95 The CIL Charging Schedule is available at www.woking2027.info/infrastructure. The levy's rates are based on evidence of the infrastructure needed in the Borough, and of development viability. The Council identified indicative infrastructure projects and the gap in the funding of these projects to calculate the aggregated funding gap the levy is intended to address. This was, however, balanced against viability: the Council was mindful that development proposals need to be economically viable. Two key documents underpinned the preparation of the preliminary charging schedule:

- **The CIL Viability Assessment (2013)** – viability work to assess the CIL tolerances different types of development would likely be able to take without compromising on viability;

- **The CIL Infrastructure Funding Gap Topic Paper (2013)** – updating and bringing together all the relevant information required as part of the evidence base for a CIL charging schedule, including information from the IDP (2012). Formed the basis of funding gap work – identifying the cost of providing the necessary infrastructure required to support development, taking into account other potential sources of funding.

- 2.96 CIL is not intended to be the main source of funding for infrastructure delivery. However, it plays an important part in reducing the gap between the cost of providing the required infrastructure to support a growing population and the amount of money available from other mainstream sources such as from central government and the local authority's own capital receipts.
- 2.97 At a minimum, the Council intends to review its CIL Charging Schedule every five years to assess whether the level of charge should be altered to reflect any changes in the local and national economic situation, any policy or procedural implications which could further impact on viability, and the funding circumstances faced by infrastructure providers.
- 2.98 This latest iteration of the IDP builds on the funding gap work undertaken as part of the evidence base work to support the CIL Charging Schedule, including the up-to-date assessment of infrastructure requirements presented in the CIL Infrastructure Funding Gap Topic Paper. This revised document will then form a key part of the evidence base informing any future review of the Council's CIL Charging Schedule.

South East Plan 2009

- 2.99 On 28 February 2013 the Secretary of State laid in Parliament a statutory instrument to partially revoke the Regional Strategy for the South East, which came into force on **25 March 2013**. Only two policies would be retained, including Policy NRM6: Thames Basin Heaths Special Protection Area.
- 2.100 Policy NRM6 sets out requirements for new residential development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA). The principles and mechanisms of this policy have been incorporated into the Core Strategy via Policy CS8: Thames Basin Heaths Special Protection Areas.
- 2.101 The policy ensures that no sites are allocated or granted planning consent for (net) new residential development within a 400m exclusion zone of the Thames Basin Heaths SPA. New residential development beyond the 400m threshold, but within 5km of the SPA boundary is required to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM). Greater detail is set out in the Thames Basin Heaths SPA Avoidance Strategy 2010-15.

Development Management Policies DPD

- 2.102 The policies of the Development Management Policies DPD offer further detail beyond that of the strategic policies of the Core Strategy, to help determine day to day planning applications. The IDP informed the preparation of this DPD, and will inform any future revision of the plan.
- 2.103 Several policies are relevant to infrastructure delivery as follows:
- Policy DM1: Green infrastructure opportunities – supports the creation of new green infrastructure assets to support development and the general community;

- Policy DM3: Facilities for outdoor sport and recreation – supports proposals for the provision of new or extended outdoor sport and recreational facilities in appropriate circumstances;
- Policy DM21: Education facilities – supports proposals for new or replacement schools and other educational facilities, expansion of education facilities on existing sites and changes of use for school or other educational and training purposes, provided certain criteria are met;
- DM22: Communications infrastructure – supports proposals for new or improved communications infrastructure, including ‘next generation broadband’, as an enabler of sustainable economic growth.

Site Allocations DPD

- 2.104 The Council is currently preparing a Site Allocations DPD, which will allocate land for a range of uses, including infrastructure, to deliver the spatial vision and objectives of the Core Strategy. The draft DPD takes a long-term strategic view of the future, and safeguards sites for development beyond the present plan period between 2027 to 2040.
- 2.105 The draft Site Allocations DPD (2015) allocates land for the following types of infrastructure:
- Suitable Alternative Natural Greenspace (SANG) sites to mitigate the impact of additional population in the Borough arising from new residential development upon the Thames Basin Heaths Special Protection Area (SPA);
 - Essential transport infrastructure;
 - Essential education infrastructure;
 - Community facilities;
 - Supported accommodation; and
 - New open space/recreation.
- 2.106 The Council is currently consulting on preferred sites to be safeguarded for inclusion in the next version of the DPD. Following consideration of the representations received, and the continued assessment of revised and newly emerging evidence such as this IDP, the next iteration of the Site Allocations DPD will be published for formal consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, before it is submitted to the Secretary of State for examination.

Technical Evidence Base

- 2.107 Underpinning the Council's Development Plan is a range of technical evidence. This evidence has also been used to support the preparation of this iteration of the IDP. It includes:

Strategic context:
• Core Strategy, Adopted Document
• Proposals Map (including the Inset Map)
• Adopted Neighbourhood Plans
• Local Development Scheme
• Statement of Community Involvement (SCI)
• National Planning Policy Framework (NPPF)
• National Planning Practice Guidance (PPG)
• Core Strategy Examination Inspector's Report

• Community Infrastructure Levy (CIL) Examiner's Report
• Core Strategy Sustainability Appraisal Report (2011)
• Core Strategy Sustainability Appraisal Scoping Report (2009)
• Development Management Policies DPD Draft Sustainability Appraisal (2014)
• Development Delivery DPD Sustainability Appraisal Scoping Report (2014)
• Habitats Regulations Assessment for the Development Management Policies
Woking's landscape and townscape:
• Woking Character Study
• Surrey Landscape Character Assessment: Woking Borough (April 2015)
• Woking Public Realm Usage Policy
• Design SPD
Green Belt:
• Green Belt boundary review (GBBR)
• Green Belt boundary review non-technical summary
• Ministerial Statements Assessment Report
Homes:
• West Surrey Strategic Housing Market Assessment (SHMA)
• Housing Land Supply Position Statement Housing Land Supply Position Statement Annual
• Strategic Housing Land Availability Assessment (SHLAA)
• Woking Housing Strategy
Sustainable economic development:
• Employment Land Review - Employment Position Paper
• Employment Land Review – Market Appraisal
• Woking Economic Development Strategy and Action Plan 2012-2017
• Town, District and Local Centres Study
• Surrey Hotel Futures Surrey Hotel Futures
Biodiversity and nature conservation:
• Biodiversity and Planning In Surrey
• Strategic Access Management and Monitoring (SAMM) Tariff Guidance
• Thames Basin Heaths Special Protection Areas Avoidance Strategy 2010-2015
• Sites of Nature Conservation Importance (SNCI)
• Natural Woking: Biodiversity and Green Infrastructure Strategy (2016)
Open space, green infrastructure, sport and recreation:
• Natural Woking: Biodiversity and Green Infrastructure Strategy (2016)
• Greenspaces Development Plan
• Open Space, Sports and Recreation Facilities Audit
• Woking Playing Pitch & Outdoor Facilities Strategy and Action Plan (2017)
• Woking Public Art Strategy
• Woking Play Strategy
• Sporting Surrey: Surrey's Strategy for Sport and Physical Activity 2011-2015
• Woking Cultural Strategy & Action Plan

<ul style="list-style-type: none"> • Woking Contaminated Land Inspection Strategy
Flooding and water management:
<ul style="list-style-type: none"> • Strategic Flood Risk Assessment Strategic Flood Risk Assessment • Draft Surface Water Management Plan for Woking Borough • Basingstoke Canal Final Vision and Action Plan (2012) • Surrey Local Flood Risk Management Strategy 2012-2016
Transport and accessibility:
<ul style="list-style-type: none"> • Surrey Transport Assessment • The Surrey Transport Plan (Local Transport Plan Third Edition) LTP3 • Congestion Strategy • Rail strategy • Local Transport Strategy for Woking Borough • Woking Town Centre Modelling Assessment (2017) • Transport and Accessibility Topic Paper / Technical Paper • Cumulative Assessment of Future Development Impacts on the Highway • Strategic Transport Assessment - Cumulative Assessment of Future Development Impacts on the Highway • A320 Corridor Study (2018) • Travel Smart • Parking Standards SPD • Woking Air Quality Assessments
Infrastructure delivery:
<ul style="list-style-type: none"> • Infrastructure Delivery Plan (IDP) • Community Infrastructure Levy (CIL) – Adopted Charging Schedule • Community Infrastructure Levy (CIL) – Regulation 123 list • Community Infrastructure Levy - Topic Paper on Infrastructure Funding Gap • Surrey Infrastructure Capacity Study • Surrey County Council Education Organisation Plan 2012-2021
Climate change:
<ul style="list-style-type: none"> • Climate Change and Decentralised, Renewable and Low Carbon Evidence Base Climate Change Study • Sustainable construction • Renewable and low carbon energy generation • Climate Change Strategy • Climate Change supplementary planning document (SPD) • Air Quality Management Area (AQMA) for Knaphill
Social and community infrastructure:
<ul style="list-style-type: none"> • Social and Community Facilities Audit • Social and Community Infrastructure Requirements Study Social and Community Infrastructure Requirements

3.0 The Definition of Infrastructure and its Delivery Agencies

- 3.1. The Planning Act 2008, amended by the Localism Act 2011, defines infrastructure as including road and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces.
- 3.2. For the purposes of this IDP, and its detailed infrastructure delivery schedule, the definition set out in the Core Strategy will be used, as set out in the box below.

Definition of infrastructure

Transport and accessibility - road network, cycling and walking infrastructure, rail network, parking

Housing - affordable housing

Education - further and higher education, secondary and primary education, nursery schools and other early years provision

Health - acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services

Social and community infrastructure - supported accommodation, social and community facilities, sports centres, open spaces, parks and play space

Public services - waste management and disposal, libraries, cemeteries, emergency services (police, fire, ambulance), places of worship, prisons, drug treatment centres

Utility Services - gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure

Flood alleviation measures

Green Infrastructure - parks and gardens, natural and semi-natural urban greenspace, green corridors, outdoor sports facilities, amenity greenspace, provision for children and young people, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, green roofs and walls.

- 3.3. Affordable housing has been included in this list for the reason that, while it may not necessarily be considered an infrastructure item, contributions towards affordable housing are major components of s106 agreements. The share of development value used to support affordable housing will unavoidably have a material effect on more conventional forms of infrastructure.
- 3.4. However, affordable housing is not considered as part of this IDP. Comprehensive information about affordable housing can be found in the West Surrey Strategic Housing Market Assessment (SHMA), 2015.

Delivery Agencies

- 3.5. As set out above, the definition of infrastructure is wide and in the majority of cases infrastructures services and facilities are not provided directly by the Council. The following table shows the key infrastructure delivery agencies (or service providers) operating in the Woking area.

Infrastructure type	Delivery agency
Transport and accessibility <ul style="list-style-type: none">• Roads• Bus• Rail• Walking and cycling	Highways England (Strategic Road Network) SCC (Highways) Sustrans Network Rail South Western Railway

Infrastructure type	Delivery agency
<ul style="list-style-type: none"> Parking 	Bus operators Woking Borough Council
Education <ul style="list-style-type: none"> Early years Primary schools Secondary schools Further and Higher education 	SCC (Early Years) SCC (Children's Services) SCC (Education) Academies and Free Schools Private childcare provision (nurseries, crèches, after-school clubs, playgroups, childminders) Private education sector
Health and social care <ul style="list-style-type: none"> Primary healthcare (GPs & Dentists) Acute healthcare Mental healthcare Adult social care 	NHS England North West Surrey Clinical Commissioning Group CSH Surrey GPs and Dentists SCC (Adult Social Care) Private healthcare providers (e.g. residential and nursing homes) VCFS groups and organisations (including Surrey Councils for Voluntary Service)
Social and community facilities <ul style="list-style-type: none"> Supported accommodation Community facilities Indoor sports Opens spaces, parks and play space 	SCC (Libraries and Culture) SCC (Communities) SCC (Youth Support Services) SCC (Children's Services) Woking Borough Council VCFS groups and organisations (including Surrey Councils for Voluntary Service) Private sector
Public services <ul style="list-style-type: none"> Waste Libraries Cemeteries Places of worship Emergency services 	SCC (Waste) Woking Borough Council SCC (Libraries and Culture) Surrey Police Authority Surrey Fire and Rescue Service (SCC) South East Coast Ambulance Service VCFS groups and organisations Private providers (e.g. Surrey Ambulance Service)
Utility services <ul style="list-style-type: none"> Gas Electricity Heat Water Waste water Telecommunications 	Thames Water (water and sewerage) Affinity Water (previously Veolia Water Southeast) Thamesway Group Southern Gas Networks (SGN) UK Power Networks (UKPN) Southern Electric (SSE) Telecom operators (SCC in partnership, BT)
Flood alleviation	The Environment Agency SCC Woking Borough Council
Green infrastructure <ul style="list-style-type: none"> Outdoor sports Parks, gardens, recreation grounds Natural and semi-natural space (including SANGS) Play space Allotments Cemetaries and churchyards Amenity space Green corridors (e.g. rights of way, canal) 	Woking Borough Council SCC (Countryside) Surrey Wildlife Trust Horsell Common Preservation Society Allotment Societies Natural England Surrey Nature Partnership National Trust VCFS groups and organisations

4.0 Woking – Planned growth and demographic change

- 4.1 Woking Borough is located in north-west Surrey, about 40km from London. The Borough is 6,400ha in area, 60% of which is designated as Green Belt. Woking is the main town centre. The vast majority of the population lives in the main built-up part of the Borough which extends from Byfleet in the east, across the M25 to West Byfleet, Sheerwater, Woking Town Centre, Horsell, Goldsworth Park, St. Johns and Knaphill in the West, to Kingfield and Old Woking in the South. A few small villages, of which the largest are Brookwood and Mayford, lie just outside the main built-up area.
- 4.2 The Core Strategy proposes a level of growth to 2027, which includes new homes and business premises. It is inevitable that this new development will need to be serviced by new and improved infrastructure. In addition, the demographic make-up of Woking's population is expected to change over the lifetime of the Core Strategy and this must also be taken into consideration when planning for future growth and infrastructure requirements. These factors were taken into account in preparing the current IDP – this revision will bring the information up-to-date.

Location of housing and commercial growth

- 4.3 The Core Strategy makes provision for the delivery of at least 4,964 net additional dwellings in the Borough between 2010 and 2027 (an annual average of at least 292 per annum). The vast majority of this will be built in the urban area, with around half being in flatted developments, particularly in the Town Centre. The Council is proposing through the Core Strategy to release some land from the Green Belt in the latter part of the plan period in order to be able to meet the local need for affordable family homes. The evidence base used to determine the level of housing growth is available on the Council's website⁵.
- 4.4 The following table provides an indication of where additional residential, office and retail floorspace development will be directed over the Core Strategy period. This broad distribution of growth was taken into account in the current IDP. These figures have been taken from the following strategic policies:
- CS2: Woking Town Centre
 - CS3: West Byfleet District Centre
 - CS4: Local and neighbourhood centres and shopping parades
 - CS5: Priority places
 - CS6: Green Belt
 - CS10: Housing provision and distribution

Area	Future development (2010-2027)		
	Dwellings (net additional)	Office (sq.m)	Retail (sq.m)
Woking Town Centre	2,180	27,000	75,300
West Byfleet District Centre	170	1,000 - 1,500	13,000
Local Centres	250		6,200 (including 3,000sq.m in Knaphill)
Neighbourhood centres and shopping parades			Small amount of retail growth

⁵ Evidence base available at: <https://www.woking.gov.uk/planning/policy/ldfresearch>

Priority Places - Maybury & Sheerwater and Lakeview	250		
Rest of the urban area	750		
Safeguarded sites (Moor Lane and Brookwood Farm)	740		
Green Belt (sites to be released after 2021/22)	550 net additional dwellings		

4.5 The following diagram (figure 3) shows the hierarchy of centres and other key features in Woking Borough.

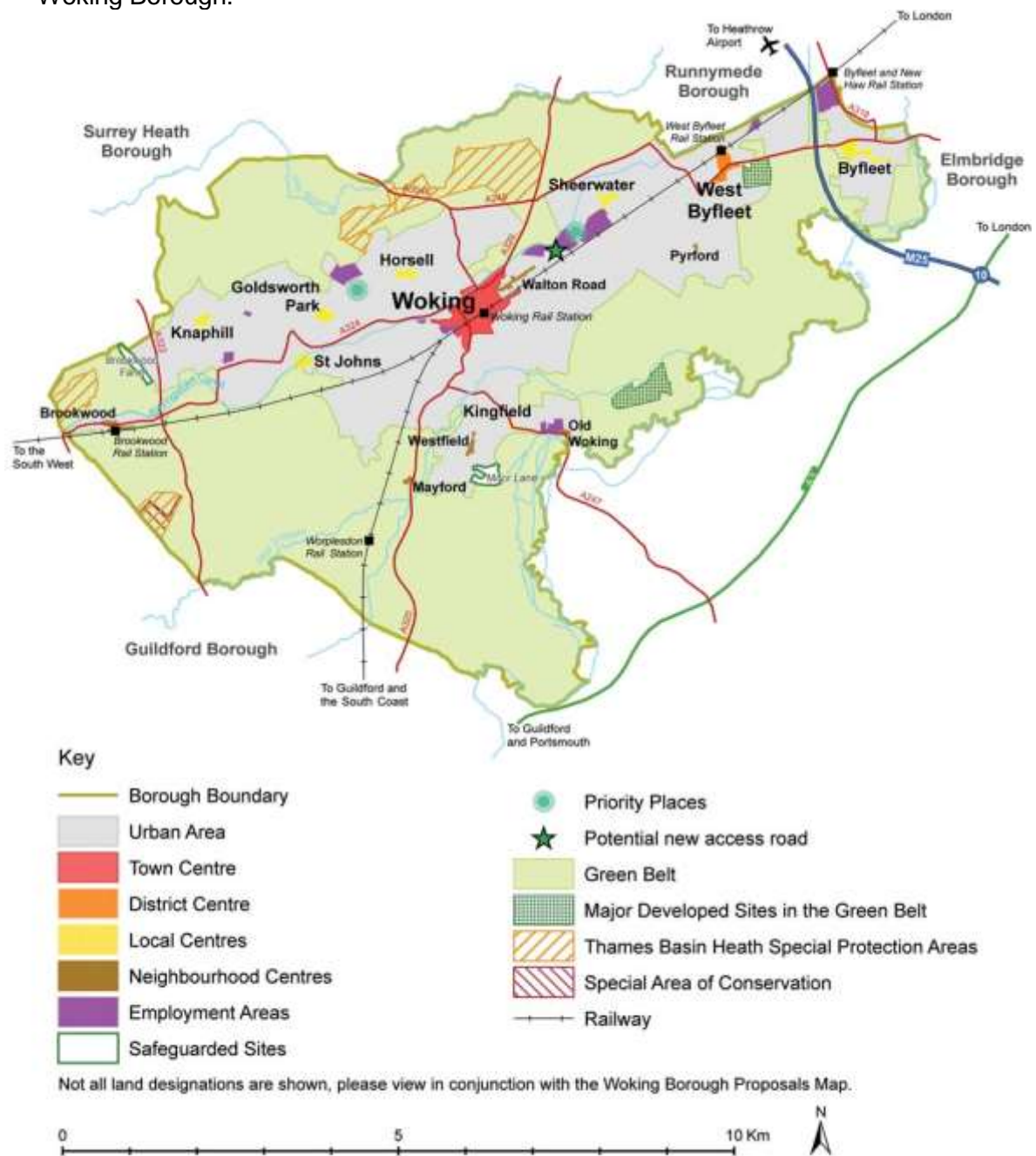


Figure 3: Key Diagram of Woking Borough (Source: Woking Core Strategy 2012)

Population change

- 4.6 This section provides a summary of the latest key demographic information – updated from that provided in the Core Strategy (which was based on a Population Topic Paper 2011).
- 4.7 According to the 2011 Census, the population of Woking is 99,198 – a 10.4% increase in population since 2001, which makes it one of the fastest growing boroughs in Surrey. Children aged 14 or under represent 19% of the total population, and the proportion aged 65 or over is 15%. A recent increase in birth rate is reflected in an increased number of under 5s, who now make up a greater proportion of the population than 10 years ago. Older people aged over 65 also make up a greater proportion of the population than 10 years ago. 2016 mid-year estimates put Woking's population at 99,695 – representing a 0.5% population increase since 2011.
- 4.8 The fastest growing cohort since 2001 is the 60-64 age group, which has increased by 39% since 2001. The 85-89 age group has also seen a large increase of 35% since 2001. The population continues to 'grey'. However, the number of 0-4s has also significantly increased by 28.2% since 2001.
- 4.9 With a population density of 15.6 persons per hectare, Woking is the third densest borough in Surrey. The average household size in the Borough is the second highest in the county with 2.49 persons per household and slightly above both the regional and national average.
- 4.10 The number of people in all age groups is set to increase over the lifetime of the Core Strategy, with the exception of the 15-29 age group. In common with the nation as a whole, the forecast is for the proportion of older people to rise in the future. Compared to other age groups the number of people at retirement age has the steepest increase over the next 13 years. There is some spatial variation in the age profile. The youngest populations are found in the Goldsworth Park and Maybury and Sheerwater areas.
- 4.11 Woking Borough is fortunate to be an attractive and prosperous area with relatively high standards of health and education. There are, however, some places in the borough where deprivation exists, and these are often home to some of the most vulnerable people in society. The Core Strategy and the Woking Partnership identified the ward of Maybury and Sheerwater and the Lakeview Estate area of Goldsworth Park as 'priority places', which through objectives and action plans, aims to provide support and real positive change for the communities in these areas.
- 4.12 The full Demographic Profile of Woking Borough based on the 2011 Census can be found on the Council's website⁶.

Economy and employment

- 4.13 Woking is one of the most economically active (75.36% economically active persons) boroughs in the county and country, and has one of the highest percentage of males being economically active (82.29%).
- 4.14 Over the lifetime of the Core Strategy, the Borough will see an increase in employment generating floorspace, such as offices. Woking will be a net importer of workers, as the number of jobs available locally exceeds the Borough's economically active population.

⁶ Woking's Demographic Profile:

<https://www.woking.gov.uk/working/people/workingsvitalstatistics/demographicprofile>

This will have an impact on transport networks at peak times and the type of daytime infrastructure and services provided, particularly in and around town and business centres.

- 4.15 Employment projections can give an indication of the daytime population in the Borough. The Council's Employment Position Paper (January 2010), shows that the labour supply curve is projected to be lower than the total employment, which is set to grow at a slower rate than total employment. Consequently, Woking will be a net importer of workers of over 12,000 employees by 2026, as people commute into the borough to meet the demand for workers.
- 4.16 It is therefore expected that during working hours, the population will spike higher than the resident population due to the influx of workers. People are free to access healthcare and other services at their place of work and therefore provisions should be made for the working population and the means by which they travel into the borough.
- 4.17 Further information on employment projections can be found in the Council's Employment Position Paper 2010⁷.

⁷ <http://www.woking.gov.uk/planning/policy/ldfresearch/emprese>

5.0 Assessment Methodology

- 5.1 The original IDP was produced using Planning Advisory Services (PAS) practice guidance on infrastructure planning and delivery (2009). The steps advocated by PAS, and how they were addressed by the Council, are depicted in the table below.

Step	Action taken
1. Vision/ policy context a) Set the long-term vision for the area b) Establish a delivery strategy for the Sustainable Community Strategy	<ul style="list-style-type: none"> • Vision established in the Sustainable Community Strategy (Surrey and Woking) and emerging Core Strategy. • A number of action plans are included within the Sustainable Community Strategy and other Council strategies, including the Core Strategy.
2. Governance a) Set up a group for infrastructure and asset management	<ul style="list-style-type: none"> • Thematic groups operate at County level. • Infrastructure Delivery Plan to report to the Woking Partnership⁸ for sign-off at least bi-annually. • Infrastructure sub-group of the Woking Partnership established July 2009. • LDF Members Working Group.
3. Evidence gathering a) Undertake a resource review b) Identify capital programme commitments c) Identify existing public service delivery outlets and potential for joint use d) Use public sector assets as resources for local regeneration and redevelopment	<ul style="list-style-type: none"> • Review of spending programmes – see Appendix 1. • IESE public sector shared assets review mapping.
4. Standards and deficits a) Identify infrastructure delivery standards b) Use standards to identify existing surplus/ deficits c) Use standards to identify future surplus/ deficits d) Use standards to identify requirements for strategic sites	<ul style="list-style-type: none"> • Standards identified where practical and included in this paper.
5. Infrastructure Delivery Plan a) Identify infrastructure requirements in five year tranches b) Introduce viability testing capacity and process c) Undertake sustainability appraisal of the infrastructure delivery plan schedule.	<ul style="list-style-type: none"> • This paper sets out infrastructure requirements in five year tranches. • Viability assessments have been undertaken in the Council's Economic Viability Assessment and will be carried out in more detail in summer 2011 as part of the work on CIL. • Sustainability appraisal will be undertaken prior to final publication of this paper.
6. Validation a) Consult on the infrastructure delivery plan schedule b) Prepare an infrastructure delivery plan strategy c) Undertake risk assessment.	<ul style="list-style-type: none"> • Preparation of this document has required on-going consultation with a wide range of delivery agencies. This paper will be subject to consultation during the Pre-submission consultation on the Core Strategy during July – September 2011. • Delivery strategy will be developed with the Woking Partnership and through the introduction of a CIL. • Contingencies considered as part of this paper and through the Core Strategy delivery and implementation chapter.
7. Delivery a) Implement the infrastructure delivery programme b) Undertake annual monitoring and review.	<ul style="list-style-type: none"> • Implementation will be on-going and formalised through the adoption of a CIL. • Monitoring will be carried out annually through the LDF AMR process.

⁸ Now disbanded and under remit of Woking Joint Committee.

- 5.2 The IDP was originally produced in 2011 to support the Council's adopted Core Strategy. At the Independent Examination the Council prepared a Schedule of Infrastructure Delivery Requirements (February 2012), to provide further details on how the Core Strategy addresses monitoring and delivery with particular reference to issues of infrastructure. The schedule is supplementary to the IDP and should be read in conjunction with it. The schedule categorised each infrastructure item reflecting its degree of importance to the delivery of the Core Strategy (critical, essential, preferred), together with the level of risk it posed to the delivery of the Core Strategy (high, medium, low). As part of the 2017 IDP review, the Schedule has been updated and is now attached in Appendix 1 of this document.
- 5.3 In 2013, a research topic paper⁹ was prepared in support of the Council adopting CIL. The paper sought to identify the actual and expected estimated total cost of infrastructure required to support the development of the Core Strategy, taking into account other actual and expected sources of funding. The topic paper updated and brought together all the relevant information required as part of the evidence base for a CIL charging schedule, including:
- The Infrastructure Delivery Plan (2012)
 - The Play Pitch Strategy (2012)
 - Transport and Accessibility Topic Paper (2012)
 - Technical Note: Transport measures to support growth identified in the Woking Borough Core Strategy (2011)
 - Woking Borough Thames Basin Heath Special Perfection Area Avoidance Strategy (2010)
- 5.4 The Core Strategy commits the Council to update the IDP bi-annually to ensure that it is robust and up-to-date as possible, taking into account changes in need, capacity, and the availability of funding sources. This latest review of the IDP (undertaken in 2017) seeks to ensure that information provided in previous iterations of the IDP and its supplementary documents is up-to-date, and that any new projects and strategies are presented.
- 5.5 This work has been carried out in consultation with various infrastructure providers and other relevant bodies, as well as consultation with relevant departments within Woking Borough Council and Surrey County Council. A list of all those delivery agencies contacted can be found in the table under paragraph 3.5 of preceding sections. It should be noted that not all consultees responded, and therefore the Council has had to make some assumptions in updating the infrastructure categories (explained in each of the relevant sections of this document).
- 5.6 The service providers originally identified for previous updates of the IDP were contacted (and new providers identified where relevant), and asked to provide an update in respect of:
- relevant plans, policies and programmes for future infrastructure provision;
 - existing and on-going programmes since 2011 that need to be noted;
 - committed sources of funding;
 - any potential gaps in funding; and
 - when the infrastructure will be required/delivered (short, medium and/or long term).
- 5.7 The NPPF sets out strategic issues where cooperation might be appropriate, and this includes the provision of infrastructure. Therefore for this update of the IDP, the following Surrey districts and boroughs were contacted:

⁹ The CIL Topic Paper on Infrastructure Funding Gap is available at:
<http://www.woking2027.info/test/infrastructure/cilinfrastructurefundinggap>

- Waverley
- Surrey Heath
- Reigate and Banstead
- Spelthorne
- Tandridge
- Epsom and Ewell
- Mole Valley
- Elmbridge
- Runnymede
- Guildford

5.8 Each infrastructure category contains the currently identified infrastructure requirements for the plan period to 2027. They represent the best knowledge at the time of writing, although it is recognised that needs and infrastructure providers' plans are likely to change and evolve over the plan period. In particular, as the Council develops more specific proposals for site allocations through the Site Allocations DPD, specific infrastructure needs associated with these sites may arise. The IDP will therefore continue to be regularly updated as development and projects progress and evolve.

6.0 Transport and Accessibility

- 6.1 Surrey County Council (SCC) is the Highways Authority for the area, responsible for the provision of transport infrastructure.
- 6.2 Woking's transport provision consists of various elements of infrastructure and services, including:
- **The road network:** this can be split into trunk roads which are the responsibility of Highways England and the local road network which is the responsibility of SCC as the Highways Authority.
 - **Bus services:** the bus services are commercially provided, but many are subsidised by SCC.
 - **Railway infrastructure and services:** the railway infrastructure is the responsibility of Network Rail, with services being provided by the Train Operating Companies (e.g. South Western Railway).
 - **Walking and cycling:** infrastructure is normally provided by SCC or in conjunction with new development.

Evidence base

Highways

- The Surrey Transport Plan (Local Transport Plan Third Edition – LTP3), SCC (published in 2011, updated in 2014 and 2016)
 - STP Woking Borough Draft Local Transport Strategy & Forward Programme, SCC (2014)
- 2026 Transport Assessment Report, Transport for Surrey (2010)
- Woking Transport and Accessibility Topic Paper, WBC (2011)
- Highways and Transport Strategic Business Plan 2016-2021, SCC
- Surrey Future Congestion Programme 2014
- Green Belt Boundary Review Sensitivity Test: Strategic Transport Assessment (2015) and Addendum Report (2016), WBC
- Woking Town Centre Modelling Assessment, SCC (May 2017)
- A320 Corridor Study – Feasibility Study – Interim Report (December 2017)
- A320 Corridor Study Feasibility Study draft Final Report (March 2018)
- Community Infrastructure Levy – Topic Paper on Infrastructure Funding Gap, WBC (2013)
- Woking's Community Infrastructure Levy Charging Schedule (2014)
- Cumulative Assessment of Future Development Impacts on the Highway Network, WBC (2011)
- Surrey Infrastructure Study, Aecom (2016)
- Draft Surrey Electric Vehicle Strategy (2018)

Bus

- Surrey Transport Plan: Passenger Transport Strategy: Part 1 – Local Bus, SCC (2014)

Rail

- Surrey Rail Strategy, SCC (2013)
- Surrey Rail Strategy Position Statement, SCC (2016)
- Southern Rail Access to Heathrow Feasibility Study, Network Rail (2015)
- Wessex Route Study, Network Rail (2015)

Walking and Cycling

- Surrey Transport Plan Cycling Strategy 2014-2026, SCC (2014)
- Surrey Travel SMART Website
- Natural Woking, WBC (2016)

- Woking 2050, WBC (2015)

- 6.3 Woking's Local Transport Strategy (LTS) & Forward Programme forms part of the Surrey Transport Plan (LTP3), and was produced by Surrey County Council (SCC) in partnership with Woking Borough Council (WBC). It should be noted that the forward programme for Woking is scheduled to be updated and taken to committee in September 2018. The schemes referenced in the following section are still current and relevant, but may be described differently in the new forward programme.
- 6.4 The LTS supports the growth set out within Woking's Core Strategy and provides a programme of transport infrastructure required to deliver this growth. The objectives of the strategy take into account the spatial vision of Woking's Core Strategy, and aim to encourage economic development and regeneration, encourage more sustainable travel by modes other than the car, and manage congestion through Woking town centre and other congestion hotspots across the Borough. A series of objectives set out on pages 7-8 of the LTS relate to specific areas across the Borough.
- 6.5 Pre-dating the LTS, a Transport Assessment (2010) was prepared to assess the transport impacts of the various development options for the Core Strategy. This work was undertaken by SCC and took into account comments made by Highways England (then the Highways Agency). In addition, WBC prepared a Transport and Accessibility Topic Paper (2011) to provide a portrait of the transport infrastructure in the area. These documents set out detailed technical analysis of the transport impacts of new development and it is not intended to repeat the technical evidence base contained within those reports in this document. Overall, SCC, who are the Highway Authority for this area, were satisfied that there was nothing in the outcome of the Transport Assessment that could not be addressed by the requirements of the policies and proposals of the Core Strategy. This was supported at the Core Strategy examination.
- 6.6 Since the Core Strategy has been adopted, WBC is preparing a Site Allocations DPD to identify specific sites for development. The following section provides an up-to-date picture of the key issues as they relate to transport and accessibility infrastructure delivery, and takes into account new evidence produced during the preparation of the Site Allocations DPD.
- 6.7 As there are many stakeholders who contribute to delivering the transport system in Woking, it is essential that these groups communicate effectively with one another and work in partnership where possible. In 2008, a sub-set of the Transport for Surrey initiative was created called Transport for Woking, with the aim of facilitating local collaborative working between Surrey County Council, Woking Borough Council and interested parties. Transport for Surrey has now been disbanded, and the responsibilities of the Transport for Woking group have been taken over by the Woking Joint Committee.
- 6.8 In addition, the Enterprise M3 Transport Action Group was established in February 2015. Its purpose is to bring together public and private stakeholders in the Local Enterprise Partnership (LEP) area, to coordinate all transport related activities for the LEP, develop and recommend policies and action plans, and oversee the development and delivery of transport projects that will support economic growth throughout the LEP area.
- 6.9 Figure 4 below provides an overview of transport and accessibility in Woking Borough and shows connectivity with the surrounding areas.

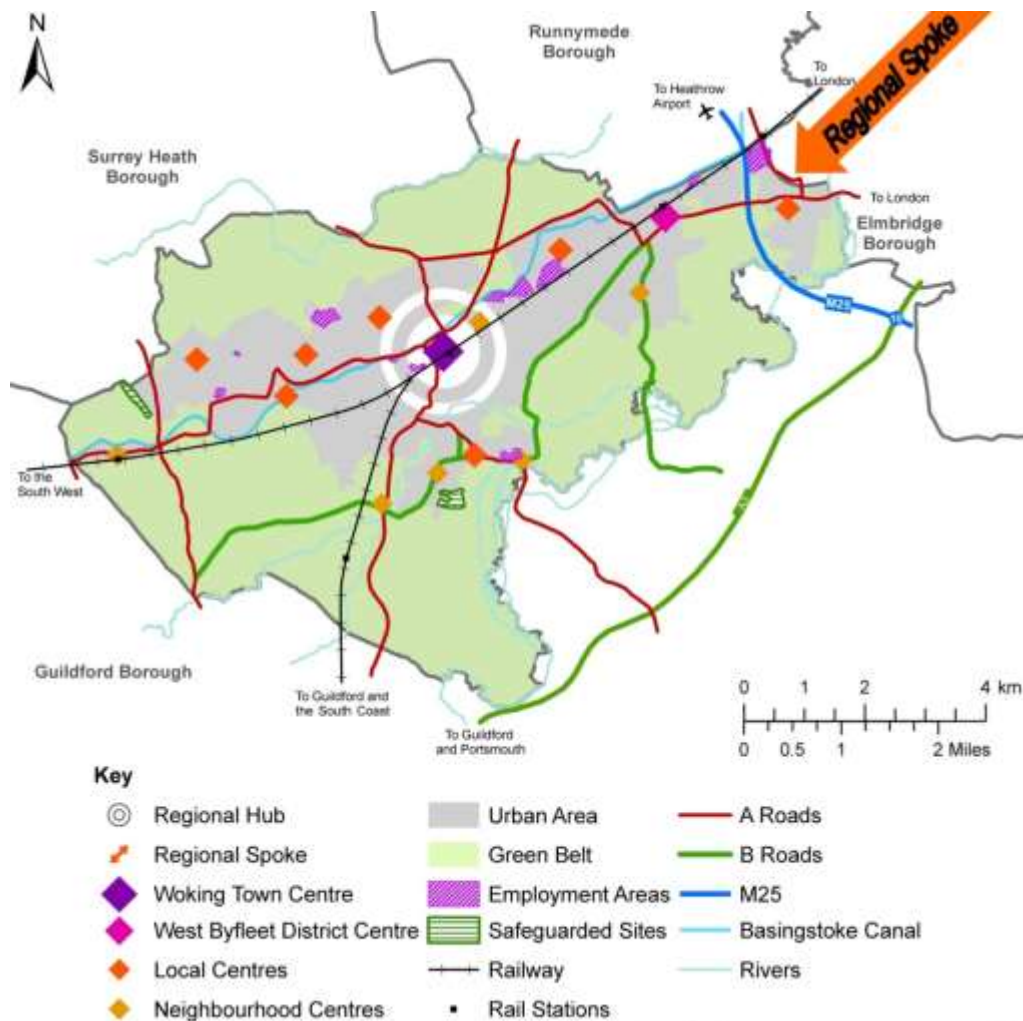


Figure 4: Transport Overview of Woking (note the safeguarded sites identified in this image are now being delivered)

6.10 There are several features that restrict movement around the Borough, which if managed effectively could be useful assets. These include:

- **Railway line:** The rail network is a key asset of the Borough and Woking Station is a rail hub of regional significance. However it is a constraint to the movement of other travel modes. Running from the north east across the Borough to the Town Centre the railway line then splits, with one line running to the west and the other to Guildford in the south. The railway is one of the main physical barriers restricting movement between the north and south of the Borough, particularly in the Town Centre. There are only two road routes in Woking Town Centre which cross the railway line – Victoria Arch Railway Bridge to the west and the Maybury Hill Railway Bridge to the east. Both of these routes suffer from congestion, particularly at peak times. There is an additional pedestrian public subway at Woking Rail Station.
- **Basingstoke Canal:** running from the north east of the Borough in Byfleet to the south west in Brookwood, the Basingstoke Canal primarily runs through the built-up area in the Borough. There are more road and pedestrian access routes over the canal compared to the railway and so routes that cross the canal are not as congested.
- **M25:** This busy motorway passes through the north east corner of the Borough, segregating Byfleet from West Byfleet and the rest of the Borough. As there is only one road bridge across the M25 in the Borough connecting Byfleet to the rest of the Borough it is frequently congested at peak times.

- **River Wey, Hoe Valley and Bourne Stream:** Primarily situated in the Green Belt in the south and the north edges of the Borough these waterways restrict movements locally but have less of an impact on movement across the whole of the Borough.

Transport Infrastructure Funding and Delivery

- 6.11 Transport infrastructure projects in Surrey are funded through a blend of funding sources including European Funding, Department for Transport grants, Enterprise M3 funds, developer contributions and from other sources within Surrey County Council and Woking Borough Council.
- 6.12 The 2011 IDP referred to the Local Sustainable Transport Fund (LSTF) – a competitive funding programme for sustainable transport initiatives in England - which funded a number of transport schemes in the Borough through the TravelSMART programme. Local authorities, including WBC, invested the funding in infrastructure schemes to increase bus and rail patronage and active travel (cycling and walking), and complementary initiatives such as new bus services, cycle training and travel support for job-seekers. The main phase of the LSTF programme ran to March 2015, with an ‘extension’ year to March 2016, and it has now been completed and replaced with alternative funding avenues. However, there remains some residual funding which remains allocated to fund several projects as indicated in the accompanying Infrastructure Delivery Schedule.
- 6.13 The Woking Local Transport Strategy (LTS) and Forward Programme is part of the Surrey Transport Plan (LTP3) and supports the delivery of Woking’s Core Strategy. The forward programme identifies short, medium and longer term schemes and packages of measures which seek to deliver improvement line with the Strategy’s objectives and identified problems and issues. Generally, the delivery body is SCC, but can also include other bodies such as Enterprise M3 LEP, borough and district councils, and bus and rail operators. Smaller-scale schemes may be funded through the Woking Joint Committee capital programme and/or developer contributions. However, the schemes included in the forward programme are largely schemes which require funding from different sources and hence are generally beyond the scope of local committee funding.
- 6.14 Potential funding for schemes could be a combination of:
- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL) – the Council’s Regulations 123 List identifies a range of transport schemes towards which CIL can contribute;
 - Capital funding by SCC (government grants such as the Local Transport Plan (LTP) allocations);
 - Woking Joint Committee devolved budgets including the Integrated Transport Scheme (ITS) Capital, Capital Maintenance, Local Committee Revenue and Community Enhancement Fund;
 - Capital funding by WBC;
 - The Local Growth Fund through the Local Transport Bodies and the EM3 Local Enterprise Partnership – the fund is prioritised to areas of economic promise, where interventions can address barriers to growth (such as impacts of future development on transport infrastructure); and
 - Capital grants from Government initiatives, such as the Housing Infrastructure Fund (HIF) launched in July 2017. The HIF programme is designed to help fund the infrastructure that would help unlock increased housing delivery – a top priority for the Government.

- 6.15 The transport funding landscape has become more complicated and fluid in recent years. It has changed from dedicated transport grant funding from the Department for Transport, via the LTP process, to a competitive bidding process to a range of fund holders. This has resulted in the need to have sufficient 'oven ready' schemes, and to be agile enough to respond quickly to challenging timescales. WBC is aware that it must remain abreast of this evolving policy environment so it can respond appropriately, and in collaboration with the county council and other local and sub-regional stakeholders. This up-to-date IDP will contribute towards a sound evidence base to support successful funding bids.
- 6.16 To date, WBC has been successful in being awarded the following funding for transport infrastructure projects:
- Woking Town Centre Transport Infrastructure Package (£11m Local Growth Fund)
 - Woking Sustainable Transport Package (£3m Local Growth Fund)
 - Sheerwater Regeneration Scheme Phase 1 (including roads and other infrastructure) (£2m Growing Enterprise Fund, £9.4m Marginal Viability Housing Infrastructure Fund).
- 6.17 In Autumn 2017, in addition to the Sheerwater Regeneration Marginal Viability Housing Infrastructure Fund bid, WBC submitted a joint bid with SCC for Forward Funding for the highway network upgrade south of the railway. The outcome of the funding proposal is awaited.

The Road Network

Current Provision

- 6.18 The road network primarily comprises of A roads, B roads and local roads which are managed by Surrey County as the Highway Authority for the area. Highways England is responsible for the construction and maintenance of motorways and major trunk roads in England, this includes the M25 and the A3 (which runs just to the south of the Borough). There is no M25 junction in the Borough, the closest junctions are 10 and 11, both of which are more than four miles from Woking Town Centre and more than three miles from the nearest major employment area in Byfleet. The A3 is a strategic road connecting Portsmouth to London and provides access to nearby towns Guildford and Kingston. Although the A3 bypasses the Borough there are a number of access points onto the A3 to the south and east of the Borough. These areas, in particular Byfleet, can cause congestion at peak times due to the number of vehicles using local roads to access the A3.
- 6.19 In summary, the main highways in the Borough are:
- M25
 - A245 (Horsell to Leatherhead via Byfleet)
 - A320 (Guildford to Addlestone),
 - A324 (Ash to Woking via Pirbright)
 - A322 (Guildford to Bracknell and the M4)
 - A247 (Clandon to Wych Hill, Woking)
 - A318 (Byfleet to Chertsey)
 - A3046 (Victoria Way, Woking to Chobham)
- 6.20 A small number of road crossings of the barriers referred to above contribute to congestion, as traffic concentrates at these points, particularly during the peak hours.
- 6.21 The TravelSMART programme began in April 2011 and brought in an additional £8.38m worth of measures to provide people with more sustainable travel options in Woking.

Improvements to the road network included the Sheerwater Link Road, which has reduced congestion in the area and improved access to Sheerwater's business parks.

- 6.22 Transport for Woking, and subsequently the Woking Joint Committee, has overseen many highway improvement schemes since the 2011 IDP to improve safety, increase mobility and encourage more people to walk rather than use less sustainable means of travel. Schemes also include road maintenance such as resurfacing, which has had positive implications for congestion and the efficient movement of all road users.

Capacity

- 6.23 The latest Surrey Infrastructure Study used technical highway modelling to look at where current and future congestion bottlenecks are and will occur across the county. Areas identified under significant strain, which potentially affects traffic in Woking, include the A3 between the Ripley junction and the A3/M25 (junction 10) Wisley interchange; and the A245 Byfleet Road, west of A3 Painshill junction.
- 6.24 The Surrey Future Congestion Programme, which seeks to address congestion hotspots across the county, has also identified the following particular congestion bottlenecks within Woking:
- Woking Town Centre;
 - The A324/A322 at Brookwood crossroads;
 - Approaches to the M25 (via the A320 corridor from Woking Town Centre, including the Six Crossroads Roundabout); and
 - A245 corridor.
- 6.25 Further studies have since been undertaken as part of the Site Allocations DPD process to determine the impact of future development on existing capacity, and to investigate which mitigation measures would be needed to accommodate proposed development. Specific studies have been carried out to assess development impacts on the A245 and A320 corridors. The results are set out in detail in the following section.

Planned Provision

- 6.26 Studies undertaken for the preparation of the Core Strategy show that there will be an increase in traffic as a result of new development, highlighting a number of hotspots where congestion will occur. The Transport Assessments (2010/11) showed that areas of the Borough that were most likely to be affected by proposed residential and commercial developments would be Woking Town Centre, West Byfleet District Centre, and the area to the south of Woking.
- 6.27 The assessments found that it would be unlikely that the traffic impacts produced from even the highest levels of growth tested would be significant enough to cause major disruption or require significant highway infrastructure improvement measures on the road network in the Borough. The assessments did conclude, however, that other types of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required in order to promote and manage the additional demand due to future development. These schemes would not necessarily create additional capacity, but would assist in managing or improving journey time reliability and levels of service by managing the impacts to ensure congestion – both delay and journey time reliability – did not deteriorate beyond levels at that time.
- 6.28 Policy CS18 of the Core Strategy on Transport and accessibility seeks to ensure that development proposals provide appropriate infrastructure measures to mitigate the

adverse effects of development traffic and other environmental and safety impacts (direct or cumulative). Additionally, the draft Site Allocations DPD sets out 'key requirements' which are site-specific requirements that should be met to achieve satisfactory development of the site – for example, requirements relating to transport infrastructure, which amplify policies of the Core Strategy and Development Management Policies DPD. Key requirements include the submission of Transport Assessments/Statements, Travel Plans and parking strategies, to be considered and addressed as part of a detailed assessment at the Development Management stage.

6.29 In addition to the Development Management process, the plan-making process will facilitate the delivery of new/improved transport infrastructure. Land required for major highways and transportation schemes, including any schemes that will be developed in a future funding bid, will be safeguarded as part of the Site Allocations DPD and reflected in the proposals map. This includes extant transport proposals in the superseded Woking Borough Local Plan 1999 (which were listed in the 2011 IDP). The updated schedule of road schemes, as allocated in the draft Site Allocations DPD, now includes:

- UA9 Victoria Square Development, Church Street West GU21 6HD – highway improvements;
- UA23 Woking Railway Station, bus/rail interchange and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, GU22 7AE – essential transport infrastructure;
- UA33 Monument Way West Industrial Estate, Monument Way West, GU21 5EN – transport infrastructure (fourth arm to the Sheerwater Link Road);
- GB6 Six Crossroads Roundabout and environs, Chertsey Road GU21 5SH – junction upgrade and improvements.

6.30 These schemes are also included in both the Council's CIL Regulations 123 List, and Woking's Local Transport Strategy (September 2014) and identified, along with other schemes that do not require the safeguarding of land, in its Forward Programme. These other schemes include:

- A320 corridor improvements from Victoria Arch to Constitution Hill (excludes Victoria Arch capacity improvements), including urban traffic control and junction improvements, to improve overall accessibility;
- West Byfleet one-way system improvements to ease congestion and improve accessibility;
- Local area road safety and accessibility schemes on A340 and A324 on Hermitage Road to ease congestion and improve overall accessibility;
- Improve A322 Brookwood crossroads to ease congestion and improve overall accessibility.

6.31 The Council's highways capital works programme for 2016/17 includes a large number of schemes, including speed reducing measures, improved pedestrian crossing facilities, safety improvements, and resurfacing. These schemes will all have positive implications for congestion and efficient movements of all road users, and help accommodate future growth in the Borough. The highest priority at the time of writing is a reconfiguration assessment of the A245 junction with Camphill Road to improve road safety.

6.32 There are a number of schemes listed in the highways capital works programme for 2017/18, approved by Woking Joint Committee in December 2016. The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. These schemes do not require safeguarding of land and are not implemented in response to the

impact of future development, therefore do not feature as allocated infrastructure sites in the Site Allocations DPD.

6.33 The following section provides further detail on major transport infrastructure schemes planned in Woking, for which land is safeguarded in the draft Site Allocations DPD.

6.34 Woking Integrated Transport Package (£23.5m)

Woking Town Centre is going through a period of major transformation, including major improvements to public realm. The Woking Integrated Transport Package, estimated to cost £23.5m, is a highway improvement project which aims to significantly enhance traffic flow in the town centre and improve safety for pedestrians and cyclists. Equally, the measures will address impacts on transport infrastructure by both approved and forthcoming major development schemes such as that at Victoria Square (see figure 5 below). It will enhance multi-modal interchange at the north side of the railway station to include buses, taxis and cycling.

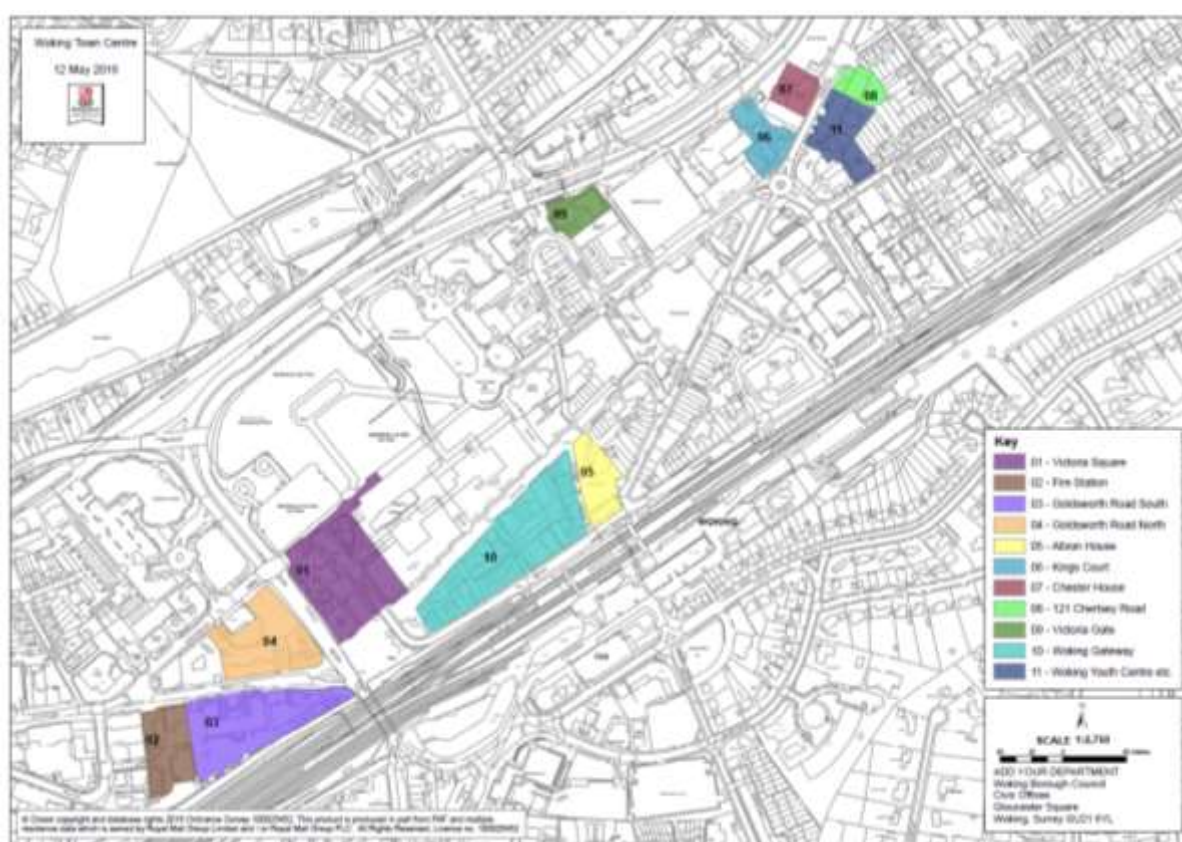


Figure 5: Woking Town Centre Development Sites linked to WITP

6.35 Funding is derived from developer contributions, including Victoria Square, Centrium and New Central and Goldsworth Road South, and a grant of £11m from the Enterprise M3 LEP. The County Council and WBC have also invested in the scheme. The project will be delivered in five phases (see table 2 below), each of which facilitates a number of development sites by providing mitigating measures such as highway and public realm improvements.

Phase	Area	Details	Development enabled (including draft Site Allocation DPD ref)
Phase 1	Goldsworth Road and junction with Victoria Way	Adaptations to Goldsworth Road, including a new box junction and reconfiguration of the junction with Victoria Way	Victoria Square (01) (UA9)

Phase 2	High Street and The Broadway	Re-working of the road, pedestrian and cycle routes connecting to the railway station entrance at Albion Square. The Broadway (from Duke Street) will become one-way to west-bound traffic only. Incorporates a new link road connecting High Street and Victoria Way.	Victoria Square (01) (UA9) Kings Court (06) (UA4) Chester House (07) (UA3) 121 Chertsey Road (08) (UA31) Woking Youth Centre and adjoining areas (11) (UA31) Woking Gateway (10) (UA7, UA8)
Phase 3	Victoria Way	Adapted to incorporate a bus lane and new bus stop and extended canal towpath by The Lightbox.	Victoria Square (01) (UA9) Victoria Gate (09) (n/a)
Phase 4	Church Street West Junctions	Improvement works to the junction of Victoria Way and Church Street West	Victoria Square (01) (UA9) Fire Station (02) (n/a) Goldsworth Road South (03) (UA16) Goldsworth Road North (04) (UA14)
Phase 5	Completion of Victoria Way	Connects all previous phases and facilitates future replacement of Victoria Arch by Network Rail.	

Table 2: Woking Integrated Transport Project Phases

6.36 It is anticipated that these infrastructure improvements will enable the delivery of approximately 53,800sqm of commercial floorspace; 16,000sqm of retail floorspace; 2,275 dwellings; and 252 hotel rooms in Woking Town Centre. The majority of work will be undertaken during 2017/18 and 2019/20.

6.37 Victoria Arch (£7.45m) and Woking Station Multimodal Transport Interchange Hub (£7.7m)

A further application for Grant Aid has been submitted to Enterprise M3. This seeks £10m of funding towards Network Rail's detailed design of the replacement Victoria Arch bridge, widened to two lanes of traffic in both directions plus cycle and footways on both sides, which will enable the bridge replacement to be integrated into Network Rail's Grade Separated Junction and Station enlargement proposals with the possibility that the bridge may be able to start in 2019/20.

6.38 The multimodal transport interchange plaza would include:

- forecourt and interface improvements;
- redevelopment of the south side of the station including passenger ticketing, waiting facilities and information improvements;
- pedestrian bridge over the railway;
- approach improvements.

6.39 Network Rail has confirmed that it is committed to working with EM3, Surrey County Council and the Borough to bring the Woking infrastructure improvements forward as soon as possible to deliver rail capacity benefits for Woking and the wider region. This scheme will be possible once the proposed Woking Flyover (see Rail section below) is delivered by Network Rail, at which point the Victoria Arch bridge can be replaced and a widened one provided.

6.40 The Council is currently working with SCC to assess the traffic generation of proposed developments and identify strategic measures of mitigation to address the impacts. In addition, there will be detailed Transport Assessments as part of the Development Management process to identify any site-specific impacts and the appropriate mitigation that might be necessary. A broad range of solutions have been considered which seek to maximise the efficient use of the existing road network to meet the needs of all road users, including the cyclists and pedestrians. This includes the integration of cycle lanes and pedestrian improvement schemes on the existing road network where appropriate, without compromising road safety.

6.41 In 2015, SCC undertook further strategic transport modelling¹⁰ to specifically analyse potential Green Belt sites that were thought deliverable, to accompany the Green Belt Boundary Review which was conducted to inform the Site Allocations DPD. A number of links and junctions within the Borough were identified as ‘hotspots’ where drivers would be expected to experience additional delay due to forecast development. Various Green Belt scenarios were tested; the Council subsequently took forward ‘scenario F’ as its preferred option for the release of Green Belt land for development delivery to 2027. Scenario F includes all committed and planned development in Woking’s Core Strategy, plus 592 residential dwellings on Green Belt land at West Byfleet. All of the scenarios assessed were projected to generate traffic impacts of a similar magnitude on the highway network, but location-specific impacts when looking at scenario F are illustrated in table 3 below:

Area	Type	Location	Scenario		
			D	E	F
Pyrford	Link	B367 Coldharbour Road/Newark Lane, southbound	✓	✓	✓
	Junction	B382 Old Woking Road with East Hill	✓	✓	✓
	Junction	B367 Coldharbour Road/Church Hill with Pyrford Common Road	✓	X	✓
West Byfleet	Link	A245 Parvis Road/Old Woking Road, westbound	X	X	✓
	Junction	A245 Parvis Road/Old Woking Road with Camphill Road	✓	✓	✓
	Junction	A245 Parvis Road with A318 Sopwith Drive	X	✓	✓
Mount Hermon	Link	Wych Hill Lane, eastbound	✓	✓	✓
	Link	York Road, northbound	X	✓	✓
Horsell	Link	High Street/Horsell Birch, southbound	✓	X	X
Maybury	Junction	Maybury Hill with Pembroke Road	✓	✓	✓
	Junction	Six Crossroads Roundabout	✓	✓	✓
Town Centre	Junction	A320 Guildford Road with A320 Victoria Road	✓	✓	X

Table 3: 2026 green belt scenario network hotspots, weekday AM peak hour (0800-0900)

6.42 These hotspots are likely to require mitigation to facilitate any new development in the local area, via ‘hard’ or ‘soft’ measures, or a combination of both. Hard engineering measures could involve increasing the number of lanes of the carriageway or introducing a cycle lane, whilst soft measures could be the implementation of a travel plan to encourage travel by sustainable modes. Subsequently, key requirements within relevant site allocation policies require developers to conduct detailed Transport Assessments to further assess impacts on transport infrastructure, and to determine site-specific mitigation measures.

6.43 The Council has also requested SCC to undertake a supplementary study into potential mitigation options, to identify feasible proposals that could be included in this IDP and accompanying Infrastructure Delivery Schedule. The results identify target areas where mitigation should be considered in more detail, including:

- A245 Parvis Road/Byfleet corridor:
 - Chertsey Road roundabout
 - Brooklands Road roundabout
- A245 Byfleet Road/B365 Seven Hills Road junction
- A245 Parvis Road/Camphill Road junction

6.44 The report recommends further modelling is required to further inform mitigation strategies at locations where evidence suggests that they are appropriate. These mitigation measures should be considered in tandem with improvements to bus services, cycle lanes or pedestrian facilities.

¹⁰ Green Belt Boundary Review Sensitivity Test: Strategic Transport Assessment (2015) and Addendum Report (2016)

- 6.45 In 2017, Woking Borough Council, along with SCC Transport Development Planning team, requested SCC's Transport Studies team to undertake a study¹¹ of potential traffic impacts of cumulative development in the vicinity of Woking Town Centre. The Council provided information regarding the composition of both commercial and residential development sites across the whole borough (in July 2016), and consideration was given to potential windfall sites. Findings show:
- as a proportion of the total growth, the growth in traffic derived from the Core Strategy between 2016 and 2026 is relatively small. The bulk of the increase in trips is attributed to developments which already have planning permission. In order to accommodate level of demand from committed developments, a programme of regular traffic signal revalidation would be required;
 - additional development would result in a change in trip distribution, possibly leading to a minor positive impact on the operation of the network in the morning peak time, and a minor adverse impact in the afternoon peak time;
 - there would be a negligible impact on journey times;
 - highway improvements made to mitigate impacts of individual development proposals (e.g. travel plans, car sharing schemes, improvements to pedestrian and cycling facilities to suppress car trips) should be included within a broader package of mitigation measures.
- 6.46 Overall, the anticipated impacts of development expected at the Town Centre can be satisfactorily mitigated.
- 6.47 The Council continues to work in partnership with SCC to deliver solutions and mitigation towards pressures on the road network in Woking, as detailed in Woking's Local Transport Strategy and Forward Programme, which takes into account planned future growth in the Borough and related work streams being carried out by SCC, WBC and by external stakeholders. See below on cross-boundary issues for information about the A320 Corridor Study and proposed mitigation measures.

Site specific schemes to be delivered on the back of Section 106 Agreements

- 6.48 Although the Council has adopted the Community Infrastructure Levy to raise funds to deliver infrastructure that is required to support new development, it is important to note that section 106 agreements will continue to be used to secure some aspects of infrastructure provision that are specifically necessary to enable site specific requirements to be delivered. This is likely to apply to large-scale developments.
- 6.49 The actual impacts of specific schemes on the road network will be assessed as part of the Development Management process. It is difficult to speculate what might be necessary until proposals are submitted to the Council. However, the policies of the Core Strategy have strict requirements for this to be assessed, for appropriate mitigation to be sought and for financial contributions to be secured to implement them, via CIL and/or section 106 agreements as appropriate.
- 6.50 The mitigation measures identified in partnership with SCC described above, along with the schemes listed in the CIL Regulations 123 List, will be used to inform Development Management decisions.

¹¹ Woking Town Centre Modelling Assessment, Surrey County Council (May 2017)

Cross-boundary Issues

- 6.51 The Transport Assessments 2010/11 address the traffic impacts of development on the road network within the Borough, and on radial routes in and out. However, the Council does not ignore the potential knock-on effects of development in Woking on the road network in nearby authorities (and vice-versa). A pan-Surrey cumulative transport assessment was prepared to inform the Core Strategy in this respect.
- 6.52 The respective transport studies carried out by the Council identified the A320 corridor and some junctions along it as potential hotspots. This would be exacerbated by the cumulative impacts of developments in adjacent boroughs such as Surrey Heath and Runnymede. In this regard, the Council is working in partnership with the County Council, Runnymede and Surrey Heath Borough Councils to carry out an A320 corridor study to identify a strategy to address existing and forecast issues along the corridor and to ensure that future demand in the network does not create severe impact and /or undermine economic growth. The project objectives are to identify capacity constraints; identify the volume of movements that need to be accommodated or the volume that can be accommodated; and produce strategic mitigation measures to accommodate all or some of the additional movements and enable development-led growth.
- 6.53 The results of the study indicate the performance of the A320 corridor should the development in the Borough's local plans (to 2036) proceed without the implementation of mitigation measures: the '2036 Do Minimum' scenario, compared to 2017 base year traffic volumes. The A320 Corridor Study draft Final Report (March 2018) concludes that in the 2036 Do Minimum Future Year scenario the extent of congestion along the corridor is exacerbated with the expected increase in traffic flows related to the local plan developments. As a result, the corridor is expected to be saturated, with the greatest congestion experienced in the AM peak. A list of mitigation measures was developed with the aim of increasing capacity at junctions along links on the corridor, including measures for junctions which fall within Woking Borough. A summary of the proposed schemes, associated high level scheme costs and status is provided in the following table and included in the Schedule in Appendix 1 of this IDP. The Final Report should be referred to for detailed information about each scheme, cost assumptions and recommendations going forward.

Report Ref	Location	Description	Stage	Rough order of magnitude of cost	Status
Jnc 12	Chertsey Road/ Martyrs Lane roundabout	Widen entries and exits. Two lane circulatory carriageway.	Initial sketch	£1.1m	To be taken forward once WBC complete Regulation 19 consultation on Site Allocations DPD.
Jnc 13	Chertsey Road/ Monument Road / Woodham Road / A245 roundabout (Six Crossroads Roundabout)	New larger roundabout with dedicated lane from Shores Road to Chertsey Road north	Feasibility	£6.9m	Junction performance predicted to improve on Base Year 2017 operation. Significant third party land required – to be investigated further. Environmental impacts to be investigated further.
Jnc 14	Victoria Way / A320 Chertsey Road roundabout	Dedicated northbound lane from Victoria Way to A320 Chertsey Road	Feasibility	£1.0m	Third party land may be required – to be investigated further.
These schemes are in addition to: travel demand management to reduce the number of vehicles on the network by promoting sustainable travel modes and reducing the need to travel. See Final Report for full details.					

- 6.54 The four authorities have also worked together to put in a bid for funding from the Housing Infrastructure Fund to implement mitigation measures along the corridor. The outcome of the bid is yet to be announced, and the Council is hopeful that it will be successful.
- 6.55 Highways England are responsible for the major trunk roads and motorways and have not raised any objections to the draft Site Allocations DPD in relation to its strategic impacts. They note that the majority of development will unlikely result in a significant impact on the Strategic Road Network (SRN), and welcome the opportunity to be consulted on the following proposed developments in Woking as they come forward, as part of the Development Management process:
- UA16 Woking and Railway Athletics Club
 - UA17 Poole Road Industrial Estate
 - UA34 Forsyth Road Industrial Estate
 - UA35 Monument Way West Industrial Estate
 - UA41 Coal Yard/Aggregate Yard
 - UA49 Camphill Tip, West Byfleet
 - GB15 Land surrounding West Hall, West Byfleet
 - GB16 Broadoaks, Parvis Road
- The Council will make sure Highways England are consulted as requested.
- 6.56 As described in preceding sections, the Council has worked with SCC to assess traffic impacts at key locations along the A245 to the east of the Borough, extending into Elmbridge Borough. Using the worst-case Local Plan scenario to forecast flows, model outputs showed increases in queues which would potentially affect the junction of A245 Byfleet Road with B365 Seven Hill Road. As such, mitigation measures have been identified to bring the performance of the A245 Byfleet Road/B365 Seven Hills Road junction towards its current levels of operation.
- 6.57 Work is currently ongoing to ensure that these mitigation principles are compatible with the emerging Highways England proposals for the M25 junction 10 with the A3 interchange. This scheme specifically includes changes to the Painshill junction which is in the vicinity of the A245/B365 Seven Hills Road junction. Woking Borough Council, in partnership with SCC, will continue to consult with Highways England on these mitigation proposals.
- 6.58 It should be noted that Highways England is presently working to improve transport conditions along the A3 corridor.

Bus Services

- 6.59 There are a number of bus operators providing bus services in Woking. Services link the town, district and local centres in the Borough as well as key services such as St Peter's Hospital, Heathrow Airport as well as local routes serving places such as supermarkets and schools.
- 6.60 In Surrey bus services are provided in two main ways:
- 65% by bus operators as commercial ventures, without subsidy, contract or control from the County Council;
 - 35% by bus operators subsidised by either SCC or Transport for London. These services are felt necessary, but are not commercially viable services. The bus company runs these under contractual arrangement with routes, frequencies and times set by SCC.

- 6.61 Surrey's Local Bus Strategy (July 2014¹²) forms part of the current Surrey Transport Plan (Local Transport Plan 3) which covers the period to 2026. The 2011 IDP reported that SCC was conducting a review of bus services across the county. Now complete, the Bus Review resulted in a prioritisation methodology for the supported bus network to identify bus services which need financial support of the county council. The prioritisation is based on the following principles:
- Focus on the areas with strongest demand
 - Have routes that complement one another
 - Have a network which is simple and easy to understand
 - Have a reduced need for subsidy in the long term
 - See an increase in some services where this is identified as necessary
 - Serve areas of greatest social need
 - Should have improved reliability
 - Avoid having services which are under-used and,
 - Where possible, have evenly spaced services where common sections of routes are served.
- 6.62 These principles will ensure that the supported local bus network best meets the transport requirements of Surrey's residents, businesses and visitors given the financial resources available.

Current Provision

- 6.63 In Woking, the bus network is focussed on providing accessibility to Woking Town Centre, with most bus routes running at circa 30 minute intervals during the day with limited evening and weekend services. All of Woking's bus services are listed in detail in Woking Borough's Local Transport Strategy and Forward Programme¹³, on page 12.
- 6.64 In 2016, SCC conducted a second phase of its local transport review in order to make sure the bus services that were used the most could keep running in the face of huge funding pressures. Whilst the majority of changes affect neighbouring boroughs, the review also resulted in some minor changes to local bus services in Woking¹⁴ i.e. revised timetables with some reductions in services due to very low usage e.g. Woking to Frimley Park Hospital (48, Dickson Travel); Woking to Guildford via Ripley (462 and 463, Arriva).
- 6.65 The Woking Integrated Transport Package has recently resulted in the upgrade of The Broadway for improved bus facilities, which has improved existing bus capacity in the Town Centre. A reduction in the amount of traffic travelling through the town centre, achieved through the introduction of a bus lane with authorised access only on High Street, has improved safety and provided a more pleasant environment for pedestrians.
- 6.66 The Railair 701 bus service operates daily from Woking railway station serving St Peter's Hospital and Heathrow Airport. The service is operated by National Express in conjunction with South Western Railway. This is an important service because it connects Woking to the wider transport network, to the benefit of the local economy.
- 6.67 Woking also has a community transport service the 'Bustler' Dial-a-Ride, which is a door to door transport service for residents of Woking borough who cannot use other transport

¹² https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/29990/STP_Local_Bus_Strategy_Update-July_2014.pdf

¹³ https://www.surreycc.gov.uk/_data/assets/pdf_file/0015/30246/Woking-Borough-LTS-September-2014-main-document.pdf

¹⁴ https://www.surreysays.co.uk/environment-and-infrastructure/ltr/user_uploads/cs3355---transport-review-westeast2016---booklet.pdf-1

because of mobility difficulties. The Bustler buses are specially adapted to provide a door to door transport service to both younger and older people whether their mobility difficulty is as a result of permanent or temporary disability, age, accident or illness. As well as providing transport for shopping trips and to visit relatives, Bustler also provides transport to Moorcroft, St. Mary's, The Vyne and Brockhill. The service is supported by Woking Borough Council.

Planned Provision

- 6.68 Improvements to the local bus network are needed across Surrey to improve frequency, journey time, passenger experience and increase accessibility to employment and new development areas. SCC will seek to implement improvements to bus infrastructure, including that of Woking, as and when funding becomes available. Improvement measures will include:
- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
 - Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
 - Surrey-wide smartcard ticketing system working in partnership with bus operators
 - Intelligent bus priority and other traffic management measures along bus routes
 - Accessibility/safety improvements at railway stations (working in partnership with South Western Railway)
 - Improved provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.
- 6.69 To address challenges faced by bus-based public transport in Woking, the following schemes have been identified in Woking Borough's Draft Local Transport Strategy & Forward Programme (2014) (and are also reflected in the Council's CIL Regulations 123 List):
- bus priority at traffic signalised junctions, passenger improvements at bus stops, including media screens in Woking Town Centre, and provision of bike parking and other passenger waiting facilities at key bus stops;
 - transport interchange hub at Woking railway station to include bus interchange and taxi rank to the south side of the station (improvements to bus interchange to the north side of the station have now been delivered);
 - improvements to West Byfleet's one-way system to include bus stop locations around the railway station and routing of buses.
- 6.70 Provision of road improvement schemes identified in the previous section to help reduce congestion will also play an important role in improving reliability and punctuality of buses. As detailed above, the Woking Integrated Transport Package will result in a new bus lane and bus stops along both Victoria Way and Church Street West, which will significantly improve capacity in the Town Centre. These bus infrastructure improvements represent mitigation measures required to accommodate future growth in the town centre, including the Victoria Square development, and will be funded by developer contributions and Enterprise M3 LEP grants.
- 6.71 The draft Site Allocations DPD includes 'key requirements' under each policy which should be met to help achieve satisfactory development of each site. Key requirements include the submission of Transport Statements, Travel Plans and parking strategies, to

be considered and addressed as part of a detailed transport assessment at the Development Management stage.

- 6.72 In consultation with Surrey County Council, the following proposed sites have been highlighted where a Transport Statement submitted with any development proposal should specifically assess the on-site or adjacent bus infrastructure required to mitigate traffic impacts of any proposal coming forward:
- GB4 Land south of Parvis Road, Byfleet: the site layout/design should provide as direct as possible a route from the development to local bus stops;
 - GB5 Land to the south of Rectory Lane, Byfleet: Rectory Lane / Church Road local bus stops closest to the development site will require improvement by the developer;
 - GB8 Woking Garden Centre, Egley Road, Mayford: additional bus stops along the A320 site frontage will be needed;
 - GB9 and GB10 Land to the north east of Saunders Lane and Land to the north west of Saunders Lane: consult SCC's Passenger Transport Group to examine ways to improve accessibility to bus services;
 - GB11 Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford: pedestrian and road crossing facilities will be needed for site occupiers to access local bus services;
 - GB12 Land adjacent to Hook Hill Lane, Hook Heath: assess access by bus services in order to determine specific form of green infrastructure land use of the site;
 - GB13 and GB14 Land surrounding West Hall, and Broadoaks, Parvis Road: bus stops should be located close to the A245 site frontage and the site layout/design should provide as direct as possible a route from the houses to those stops;

Delivery

- 6.73 SCC favours Voluntary Partnership Agreements (VPAs) as the preferred mechanism for the delivery, where funding allows, of bus service improvements on a holistic, route-long basis. VPAs are voluntary agreements to which bus operators, SCC, Woking Borough Council and others, sign up to deliver improvements to the bus network. Typically Woking Borough Council will undertake to provide improved facilities (such as bus stop improvements or bus priority measures) and the operators undertake to provide bus services to an improved standard, through measures such as new buses and improved staff training.
- 6.74 Infrastructure schedules to be developed by SCC will allow packages of development-related bus improvements to be linked together to form the local authority contribution towards new or existing VPAs to lever in additional external funding from bus operators.
- 6.75 Woking Borough Council has identified several transport schemes in its Regulations 123 List towards which funding secured through CIL will be used; these schemes include improvements to bus infrastructure, particularly at the railway station.

Railway Infrastructure and Services

- 6.76 The South West Mainline (SWML) serves a large commuter area and is one of the busiest and most congested routes on the network. Woking Borough is served by five railway stations including Woking; West Byfleet; Worplesdon; Brookwood; and Byfleet & New Haw which lies just outside the borough boundary. As of August 2017, these are operated by South Western Railway (who took over from South West Trains) and are situated on the Waterloo national rail route.

- 6.77 The main station, Woking Rail Station, provides a fast and frequent service to London and the South Coast and is an interchange for the Railair coach service to London Heathrow Airport.

Current Provision and Capacity

- 6.78 Woking station is the second busiest railway station in Surrey, after Guildford, with approximately 8million entries/exits recorded in 2015/16¹⁵. Compared to the rest of Surrey, Woking and Guildford stations have twice as many people using them, and are amongst the top five stations in the south east region with the highest estimates of entries and exits in 2015/16. Table 4 below shows how station usage has increased at all stations in Woking from 2014 to 2016:

Station	2014/15 Entries & Exits	2015/16 Entries & Exits
Woking	7,963,172	7,989,232
West Byfleet	1,371,642	1,399,582
Worplesdon	209,504	210,012
Brookwood	989,826	995,142
Byfleet & New Haw	439,790	475,420

Table 4: Station Usage (Source: Office of Rail and Road, Estimates of Station Usage)

- 6.79 Capacity has been identified as an issue on the route from stations in Woking to London Waterloo during the peak hours. The number of passengers already exceeds capacity at high peak, and as a result standing occurs on most services.
- 6.80 Over 19,000 passengers use the Main Line long distance services to access central London during peak hours, and according to the Wessex Route Study this is forecast to increase to over 26,000 by 2043, partially due to housing growth but also due to higher levels of employment anticipated within central London.
- 6.81 The London and South East Market Study (which supports the Wessex Route Study) forecasts 40% increase in the number of rail passengers travelling to London Waterloo during peak hours by 2043, with 20% overcrowding. The Wessex Route Study shows how at Woking station the majority of seats are full during peak hours (with 85-100% seats taken on average, and up to 40% of standing capacity taken). Without any interventions, by 2043 all seats are projected to be full with 40-100% standing capacity taken on average¹⁶. See figure 6 below.

¹⁵ Office of Rail and Road Estimates of Station Usage: <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

¹⁶ Wessex Route Study, Network Rail (August 2015)

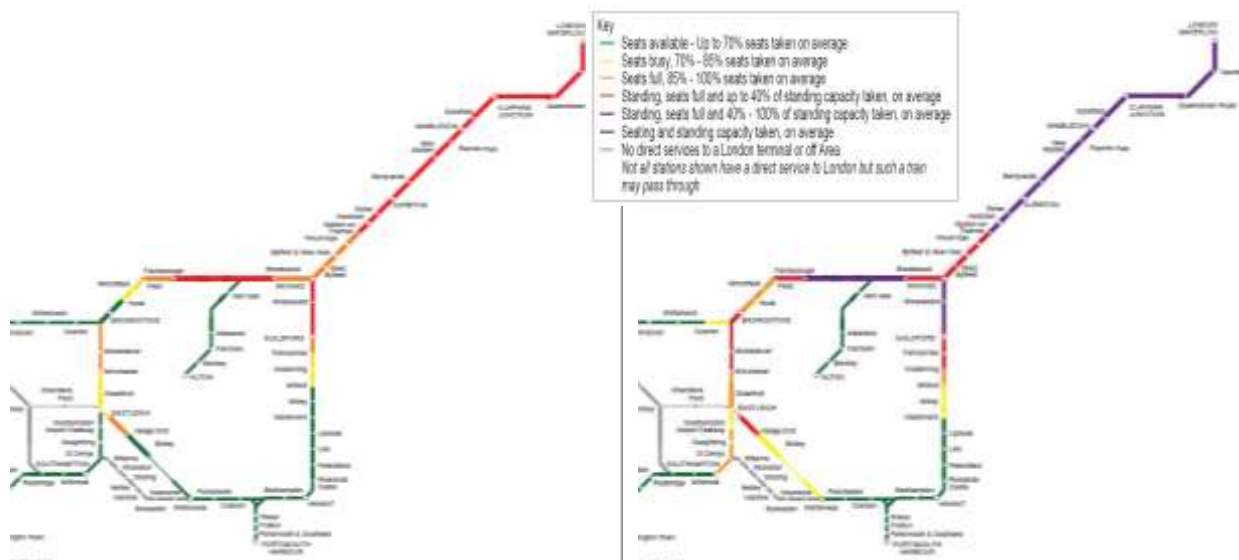


Figure 6: Demand Overlay: Main Line 2013 (2013 on left, 2043 on right with no interventions)
Source: Wessex Route Study (2015)

- 6.82 The Surrey Rail Strategy also identifies *adequacy* issues for rail in Surrey, including in access to stations (both lack of car parking and poor connections to other modes of public transport); in links between new developments and stations (to support sustainable travel choices); and in access to international gateways such as Heathrow, Gatwick and High Speed rail lines to maintain Surrey's competitiveness.
- 6.83 Some of these issues have been addressed via recent improvements at the Borough's stations, including a new cycle hub facility at Woking station (creating space for 216 bikes, offering a better interchange between rail use and cycling); and an additional 100 car parking spaces built at Brookwood Station, increasing the number of bays to nearly 500.

Planned Provision

- 6.84 It can be seen that there is a need for significant investment in the railway infrastructure and services to support increased demand for capacity on the South West Main Line (SWML), particularly at peak times.
- 6.85 Surrey Rail Strategy and its up-to-date Position Statement 2016 identifies potential rail development interventions that SCC and its partners, including Woking Borough Council, aim to deliver to achieve development objectives, including accommodating the effects of projected population growth from housing development. It reports how Network Rail expects to deliver the following improvement outputs in Control Period 5 (to 2019) and Control Period 6 (2019-2024) which will remove constraints that enable increased capacity on the SWML (which will ease congestion at Woking):
- train lengthening – provision of 10 car suburban services;
 - use of Waterloo International Station as a high frequency station operating as part of the main Waterloo Station;
 - easing passenger congestion at Vauxhall and Surbiton stations;
 - station capacity works on the suburban lines out of Waterloo, such as Clapham Junction and Wimbledon (to improve passenger flow);
 - Woking flyover and additional platform 6 (which increases capacity on the SWML and enhances operational performance); and
 - Guildford station capacity improvements.

- 6.86 The Wessex Route Study recommends the Woking flyover and additional platform 6 schemes be considered for investment and delivery in Control Period 6 (2019 to 2024). This scheme, in combination with a wider package of station improvement measures, is reflected in the draft Site Allocations DPD. Policy UA23 safeguards land at Woking Railway Station for a 'transport interchange hub', to include the junction grade separation known as Woking flyover. This major infrastructure project would increase capacity on the SWML and improve operational performance at Woking station by carrying trains from the Portsmouth line across the main lines without conflicting with the trains on the Southampton line. There is an opportunity to renew and upgrade the Victoria Arch road overbridge at the same time, part-funded by the Enterprise M3 LEP and Council. The cost of the flyover scheme has been estimated to be approximately £100m, but detailed work on costs for Network Rail would progress from 2019 onwards.
- 6.87 The draft Site Allocations also identifies further capacity improvements at the station, including:
- improved cycle-rail interchange facilities to the north of the station;
 - capacity improvements to the northern ticket hall;
 - redevelopment of the south side of the station including passenger ticketing, waiting facilities and information improvements;
 - improved access by pedestrians and cyclists from one side of the railway to the other – potentially via a bridge over the railway.
- 6.88 These improvements would be sought under the redevelopment programme of the Town Centre, with allocated sites in this area being expected to contribute to the funding and delivery of these works.
- 6.89 In addition, in winning the bid for the South Western franchise, First MTR South Western Trains Limited has committed to delivering a more reliable, punctual service. Their proposed rail modernisation improvements (delivered across the South West network, but which Woking will benefit from), include:
- earlier trains departing from Woking station;
 - new and refurbished trains;
 - free WiFi at all stations and on-board mainline trains;
 - investment in station improvements including:
 - refurbished waiting rooms;
 - additional seating;
 - improvements for step-free access; and
 - electric vehicle charging points;
 - at least 1,500 new car park spaces.
- 6.90 South Western Railway also plan to make some major changes to train services in the December 2018 timetable (currently under consultation), which is expected to improve overall peak capacity by 27% across the entire South West network. The timetable has been planned to be ready for longer trains.
- 6.91 A longer-term action towards improving capacity on the SWML into London Waterloo is the Crossrail 2 project (targeted for implementation in the early 2030s). It is believed that up to an additional 6-7tph will be available on the SWML through released capacity. Although Woking would not experience journey time benefits from direct Crossrail 2 services (as the station is served by faster services already), it would benefit from additional capacity and crowding relief for services into Waterloo. West Byfleet Station would benefit significantly from a Crossrail 2 connection through journey time benefits (from 52 to 46 minutes). SCC are also lobbying for additional station calls for semi-fast

trains at locations that are currently comparatively underserved, including Byfleet and New Station¹⁷.

- 6.92 The operational aspects of this route require further investigation, and in order to fully utilise this released capacity other interventions would need to be delivered, such as Waterloo capacity enhancements, Woking flyover and the European Train Control System improved signalling system.
- 6.93 Further long-term investment plans include investigation of a Southern Rail Access link to Heathrow Airport, as part of its package of measures to support a new Northwest Runway. This would connect the airport to a number of stations in Surrey which are currently poorly linked to the airport by public transport. Feasibility studies currently recommend links to Guildford and either Basingstoke or Weybridge, but Woking Borough Council will continue to engage with the consultation process.
- 6.94 In summary, Woking's Development Plan supports the use of sustainable travel patterns and will encourage improvements to the Borough's railway infrastructure in order to realise that vision. The draft Site Allocations DPD allocates land at Woking Railway Station, bus/rail interchange and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way for essential rail transport infrastructure improvements to help improve capacity and meet increased need (ref. UA23).

Walking and Cycling Infrastructure

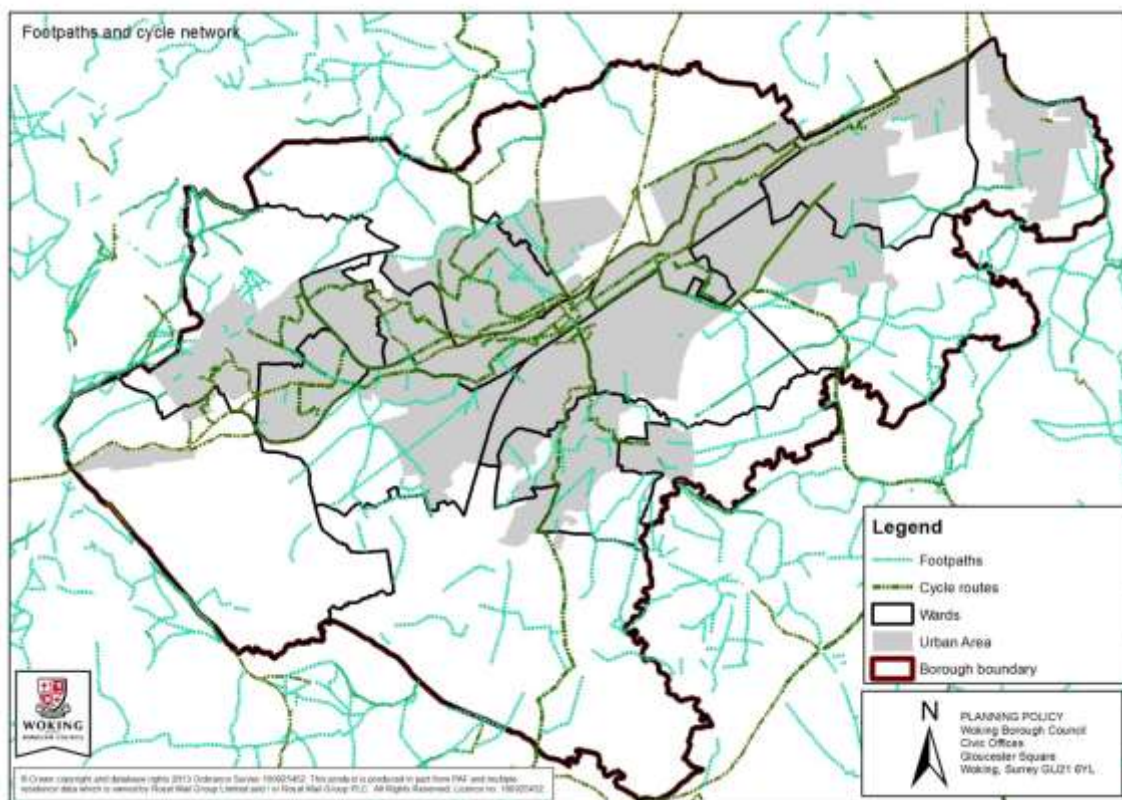
- 6.95 In previous years, Woking has achieved some significant success in encouraging cycling across the Borough, having been identified as a Cycle Town. The majority of projects and initiatives have been delivered through the Cycle Woking project – part of the Department for Transport's Cycle Demonstration Towns initiative which ran from 2008 to 2011. The Cycle Woking project was a partnership between Woking Borough Council and Surrey County Council, which was funded by Cycling England.
- 6.96 Subsequently, further investment was made to cycle infrastructure in Woking via the Travel SMART programme, originally funded by the Department for Transport's Local Sustainable Transport Fund (LSTF) from 2012 until 2015. Woking was then selected for an extension of funding in 2015/16. The LSTF funding sought was combined with capital funding and LEP Local Growth Fund and Local Transport Plan funding to facilitate a number of cycling infrastructure improvements. This work programme is now complete, but the Council continues to work with partners to promote the local cycle network and increase the number of cycle journeys in the Borough (as per Woking 2050 objectives).
- 6.97 Census 2011 analysis shows that 11.6% of all work related trips in Woking are undertaken by either walking or cycling (8.9% and 2.7% respectively). This share is higher than that of Surrey (11%), but below England's average (14%). When looking at the distances travelled to work (from Census 2011 data), 31% are below 5km, showing potential to target a higher share of work related trips to be undertaken by these modes.

Current Provision and Capacity

- 6.98 Woking is considered to have a good level of walking and cycling infrastructure¹⁸. Of the National Cycle Network, two routes cross Woking: NCN 223 links Woking with Guildford

¹⁷ Surrey Rail Strategy: Crossrail 2 Assessment, Arup (October 2015)

to the south and Chertsey to the north. Meanwhile, Basingstoke Canal towpath forms the traffic-free NCN 221 which runs west to Farnborough. These national routes are complemented by a network of local routes known locally as the Planet routes. Map 1 below, extracted from Natural Woking, illustrates the main cycle routes and footpaths in the Borough.



Map 1: Cycle Routes & Footpaths in Woking Borough

6.99 Both Cycle Woking and Travel SMART programmes have supported the achievement of a 'cycling revolution' to help cycling become a mainstream activity. Improvements were designed to make walking and cycling easier, safer and more pleasant to encourage people to walk or cycle more, increase their fitness and reduce traffic congestion. Achievements include:

- Improvements to the existing Woking Cycle Network: Cycle Woking delivered 16.34 miles of new off-road cycle network from 2008-2011, with 8.02 miles along the Basingstoke Canal. This equates to an increase of 60% in dedicated cycle facilities provided during the programme.
- The cycle network has been re-branded with linked routes and signs using times instead of distances;
- New and upgraded existing shared footways designed for dual cycle and pedestrian use.
- Improvements to the north/south cross town links: The ban on cycling in Woking Town Centre has been reduced to between 10am and 4pm to improve North/South cross-town route through Woking Town Centre.
- Increased cycle parking across the Borough: A substantial increase in the number of cycle parking facilities in the town centre, schools and rail stations have been provided.

¹⁸ Woking Borough Local Transport Strategy & Forward Programme (September 2014)

- Creation of a workplace cycle challenge: The Woking Cycle Challenge ran successfully in 2009 and 2010. In Autumn 2010 Pirbright School cycled over 6,500 miles over a period of 7 weeks in the Woking Schools Cycle Challenge.
- Expansion of activities and cycle clubs within schools ensuring all children have access to national cycle training (bikeability): Bikeability has been offered to all Year 5 and 6 pupils. There has been an increase in school cycle clubs and interschools competitions. Furthermore all schools in the Borough now have a travel plan.
- Construction of mountain bike courses;
- Support events such as Tour of Britain / Tour Series (including school, community and business races) / Ride London (Olympic Legacy Work);
- Creation of a 'bike hub' at Lakeview and Sheerwater. This is a community based project allowing local people to recycle and repair bikes. Here people can take up or get back to cycling and gain new skills through learning how to repair bikes as well as the potential to acquire a nationally recognised vocational qualification (Cytech).

6.98 The Cycle Woking End of Programme Report revealed that the completion of the Basingstoke Canal towpath led to a dramatic increase in both cycling (75-213%) and walking (89%), as the quality of routes and their appeal has improved. The programme saw an overall 40% increase in cycle journeys from 2004 levels; a 50% increase in cycle community journeys to railway stations; and increases of 4% and 5% in cycling in primary and secondary schools respectively, on 2004 levels.

6.99 In addition, the LSTF brought in an additional £8.38m worth of improvements to provide people with more sustainable travel options, including 8.9km of improved cycle routes and cycle stands at stations, additional crossings, wayfinding signs and finger posts and multimedia transport information screens. The LSTF invested in wayfinding programmes across Woking town centre to improve walking infrastructure - signs have been located at arrival points in the town and at 'decision points' on the busiest routes. This has both improved the public realm and the permeability of the town centre. The programme also consisted of a number of engagement activities with the community and business to promote behavioural change.

6.100 In recent years, cycling activity to and from rail stations has been promoted. A new cycle hub was built at Woking Station in 2014 which allows 216 cycles to be parked in a covered compound with CCTV and the free use of tools and a tyre pump. Real-time screens show rail, bus and general cycle information. After initial opening of the cycle hub the facilities were at 100% capacity. A Brompton bike dock as also installed in September 2013, with 40 bikes available to hire. The dock has a membership base of over 150 people. Due to the project's success, SCC and South West Trains have submitted a bid for further funding to double the size of this facility.

6.101 The Surrey Transport Plan identifies that there are still gaps in the strategic walking and cycling network in Woking, particularly along the boundaries between Woking Borough and surrounding districts and Boroughs (such as Elmbridge, Guildford and Runnymede).

Planned Provision

6.102 A priority of Woking's Local Transport Strategy and Forward Programme is to improve sustainable transport including walking and cycling. It is recognised that impacts on the transport network as a result of future growth need to be mitigated across all modes of transport: walking and cycling infrastructure will also be needed to support sustainable alternatives to the private car, and investment in behaviour change and social marketing will be critical to achieving this. Policy CS18 of the Core Strategy provides a robust policy framework for sustainable transport measures to be introduced.

- 6.103 Previous sections describe in detail the transport infrastructure improvements expected to be brought about by major schemes: the Woking Integrated Transport Package, Victoria Arch and Woking Station Multimodal Transport Interchange Hub, for which land is safeguarded in the draft Site Allocations DPD. Outputs include wider pavements for pedestrians and a dedicated cycle lane along High Street and Broadway to improve pedestrian and cycle connectivity.
- 6.104 The Local Transport Strategy identifies a number of schemes, also reflected in the accompanying Infrastructure Delivery Schedule, which seek to address some of the barriers to the uptake of cycling. These include improvements to network connectivity and also to safety. The schemes will help mitigate traffic impacts from future growth in the Borough:
- improved pedestrian and cycle accessibility as part of Victoria Arch capacity improvements (see Section 6.36 above);
 - pedestrian bridge over railway as part of multimodal transport interchange hub (see Section 6.36 above);
 - pedestrian and cycle improvements in and on approach to Woking station including:
 - from Hillview Road to the south of Woking via an off-road route adjacent to the A320 and Barnsbury Estate; and
 - from railway station to Hillview Road providing off-road route;
 - Woking High School to town centre link (the Jupiter Trail);
 - phase 2 of wayfinding scheme – potential expansion on initial roll-out;
 - cycle and pedestrian improvement on A245 Parvis Road between West Byfleet and Byfleet;
 - improved pedestrian and cycle access to West Byfleet station – join up local businesses to the cycle network;
 - improved pedestrian and cycle routes in Maybury and Sheerwater;
 - A245 Sheerwater Road shared space;
 - shared use of cycle route adjacent to the A322 Redding Way – Basingstoke Canal;
 - A340 Hermitage Road near Gorsewood Road – toucan crossing;
 - A324 Hermitage Road at Hermitage Bridge – pedestrian and cycle bridge crossing canal;
 - provide toucan crossings on Shores Road and Woodham Road at Six Crossroads roundabout;
 - bike parking at key bus stops.
- 6.105 Surrey's Cycling Strategy 2014-2026 forms part of the Surrey Transport Plan (LTP3) and sets out SCC's aims for cycling in Surrey for the period to 2026. One aim of the Strategy is to develop Local Cycling Plans for each district and borough. A series of recommended measures should be considered as possible options to include in a Local Cycling Plan, as appropriate for Woking's needs and priorities:
- High-quality cycle routes and paths to enable safer cycling along busier routes and to key destinations;
 - Opportunities for cycling in parks and along river tow paths to link key destinations;
 - Encouraging bicycles and cars to use different routes by closing roads to through-traffic where there is a suitable alternative route;
 - Priority for bicycles going straight on at side roads and junctions;
 - Priority for bicycles at difficult junctions e.g. an advanced green light for cyclists or an all-cycle green phase;
 - Traffic calming measures such as removing centre markings and reducing the width of the carriageway;
 - Increasing cycle-permeability of town centres e.g. through segregated contra flow cycling along one-way streets;

- Toucan crossings which accommodate cyclists as well as pedestrians;
- Providing of cycle parking at key locations such as town centres and schools;
- Consideration of residential cycle storage solutions e.g. for people living in flats or without a shed or garage;
- Comprehensive route signing to encourage cyclists to use the most appropriate streets;
- Advance information and diversions for cyclists around road works.

6.106 The draft Site Allocations DPD includes 'key requirements' under each policy which should be met to help achieve satisfactory development of each site. Key requirements include the submission of Transport Assessments/Statements, Travel Plans and parking strategies, to be considered and addressed as part of a detailed assessment at the Development Management stage.

6.107 In consultation with Surrey County Council, the following proposed sites have been highlighted where a Transport Statement submitted with any development proposal should specifically assess the on-site or adjacent walking and cycling infrastructure required to mitigate traffic impacts of any proposal coming forward:

- GB5 Land to the south of Rectory Lane, Byfleet: proposed development schemes should provide a footway on the south side of Rectory Lane along the development site frontage and pedestrian crossing(s) to the existing footways opposite;
- GB7 Nursery Lane adjacent to Egley Road, Mayford: pedestrian facilities will be needed on the west side of the A320 along the site frontage and pedestrian / cyclist crossing(s) over the A320 will be needed to connect to existing pedestrian/cyclist facilities;
- GB8 Woking Garden Centre, Egley Road, Mayford: pedestrian facilities will be needed on the west side of the A320 along the site frontage and pedestrian / cyclist crossing(s) over the A320 will be needed to connect to existing pedestrian/cyclist facilities;
- GB9 and GB10 Land to the north east of Saunders Lane and Land to the north west of Saunders Lane: footway, street lighting and pedestrian crossing improvements will be required;
- GB11 Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford: pedestrian and road crossing facilities will be needed for site occupiers to access the existing pedestrian facilities on Coldharbour Road, and for occupiers to access local bus services;
- GB12 Land adjacent to Hook Hill Lane, Hook Heath: proposals to consider improved access requirements to address lack of footways/pedestrian facilities;
- GB13 and GB14 Land surrounding West Hall, and Broadoaks, Parvis Road: a need to address lack of pedestrian and cycle infrastructure on the south side of the A245 and provide new/improved pedestrian/cyclist north-south crossing facilities over the A245 to enable access to the existing urban area / local destinations.

6.108 Natural Woking aims to improve the condition of existing cycle ways (particularly towards Bisley, Woodham/New Haw and south of Woking town); public rights of way and bridleways. It seeks to create and encourage new cycle networks that avoid busy, fast roads, that are well-signposted and with ample cycle parking.

Delivery

6.109 Cycling infrastructure improvements will primarily be delivered through Local Cycling Plans; but also through new development proposals coming forward. Transport Assessments, where required by policy CS18 of the Core Strategy, should assess the traffic impacts of development and identify suitable mitigation measures, which can include improvements and increased accessibility to walking and cycling networks.

- 6.110 The Regulation 123 List accompanying the CIL Charging Schedule identifies a funding gap of £21,873,000 for transport schemes, including cycle infrastructure improvements. CIL will play an important part in reducing this funding gap and help deliver the improvements identified by Surrey County Council as set out in Woking's Local Transport Strategy.
- 6.111 The Local Cycling Plans will provide SCC with the basis for funding bids to support investment in infrastructure. Potential funding sources include:
- Enterprise M3 LEP;
 - Government grants to help subsidise Bikeability training and contribute towards infrastructure schemes (although most government funding will now be managed through the LEP);
 - developer contributions through CIL and S106 agreements;
 - SCC's highway budget either centrally or through highways funding allocated to local committees;
 - support from volunteers e.g. in building and maintaining off-road/mountain bike trails; and
 - other sources e.g. EU funding streams, cycling event income, preventative health funding.
- 6.112 Woking's Joint Committee will be considering the production of a Local Cycle Plan for Woking (at its meeting in early 2018), after further discussion with SCC, in order to further improve the cycling infrastructure and provision across the Borough, and build on the success of the Cycle Woking and TravelSMART programmes. When agreed, the transport infrastructure and supporting measures will be incorporated into the Local Transport Strategy.

Parking & Car Club Infrastructure

- 6.113 Off-street car parks are available across the borough provided by Woking Borough Council and at rail stations by South Western Railway / Network Rail. Currently there are no National Car Parks (NCP) operating in the Borough.
- 6.114 Previous versions of this IDP have referred to Local Plan 1999 proposals which have since been superseded, and it is not intended to pursue them in the draft Site Allocations DPD (i.e. a Park and Ride facility or the proposed site for a village car park in Horsell). Presently, there is not a suitable route with enough critical mass to support a Park and Ride facility and no sites have therefore been identified for this use within the draft Site Allocations DPD.
- 6.115 There are currently 3,976 town centre car parking spaces; and the car parks are currently operating with spare capacity. Occupancy reaches its peak during the weekends.
- 6.116 Some of the existing multi-storey car parks could be extended with additional storeys to accommodate future growth in the Town Centre. Two projects are in the pipeline:
- The Victoria Square redevelopment is expected to provide 380 additional car parking spaces in three distinct areas, all connected to the existing car parks within the shopping centres. 275 new spaces will be provided in a building to be known as the 'Green' car park, which connects to the existing Red car park. A new half level is to be added to this existing Red car park, to provide a further 55 spaces (following a loss of 46 spaces due to works to provide new access and bridges). A 96 space extension is proposed to the Yellow car park, over 4 levels.

- A £10m redevelopment of Heathside Crescent multi-storey car park will increase the total parking provision from 479 to 793 spaces, resulting in a net additional 314 car parking spaces. Electric vehicle charging bays will also be provided. Works are planned to take place from March 2018 to February 2019.

- 6.117 In April 2018 the Council adopted an up-to-date Parking Standards SPD (to be in line with national and local planning policy and guidance), which sets the appropriate car and cycle parking standards for all forms of new development in the Borough.
- 6.118 The Council is currently considering expanding its public Electric Vehicle (EV) charging infrastructure in response to a growing EV market (supported by various Government initiatives) and an increase in ultra low emission vehicle owners in Woking of 94% between 2011 and 2017 (from 11 to 194 vehicles)¹⁹.
- 6.119 There are currently 18 chargepoints across the Town Centre car parks, and the Council's long term future strategy on appropriate EV infrastructure (currently being prepared) is likely to seek to increase this provision. This will compliment the installation of EV charging infrastructure incorporated in new and redevelopment, as required by EV parking standards set out in the Council's Climate Change SPD. This will also support the objectives of draft Surrey's Electric Vehicle Charging Strategy (2018), which seeks encourage the delivery and use of EV infrastructure across the county, in order to reduce emissions and improve air quality.
- 6.120 In order to promote more sustainable modes of transport, the Council encourages the use of car clubs including the CarShare scheme operated by Enterprise Rent A Car. Car sharing reduces the number of cars on the road, and CarShare uses low or ultra low emission vehicles to lessen the impact on the environment. Surrey County Council is seeking to expand the car club network county-wide, which will require a corresponding increase in dedicated car club bays in its districts and boroughs. SCC is focusing on accessible areas such as Woking Town Centre, as its high density approach to development creates opportunities for the provision of car clubs. The strategy will form part of Surrey Transport Plan.
- 6.121 The Core Strategy emphasise the role that the management of demand and supply of parking provision can play in mitigating transport impacts such as congestion and as a tool for encouraging the use of sustainable transport modes of travel. It provides the necessary framework for measures to be introduced if they become necessary. Pre-occupation planning conditions are often used which require a Car Parking Management Plan (potentially included in a Travel Plan) to be submitted, setting out provisions for the management and use of existing/proposed parking, including provision for disabled, electric vehicle and car club parking and charging infrastructure.

Public Transport Accessibility to Key Infrastructure Services

- 6.122 Previous iterations of this IDP referred to Surrey County Council data on public transport accessibility to key infrastructure services (town centres, libraries, GPs, hospitals, schools and colleges). The national policy context which necessitated the use of accessibility indicators in Local Transport Planning has since evolved, and the onus is now on development proposals to demonstrate through Transport Statements, Transport Assessments and Travel Plans how accessibility to key services will be optimised and/or how impacts on accessibility will be mitigated. The Core Strategy supports proposals that

¹⁹ Source: DVLA/DfT ULEV Vehicle Licensing Statistics (April 2018).

deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities. In particular, proposals to improve easy access between Woking Rail Station and the town centre will be encouraged.

- 6.123 The Core Strategy seeks to direct new development to the main urban centres where both key infrastructure services are located; and where public transport interchanges and walking and cycling networks which facilitate access to these services are readily available. The Site Allocations DPD is prepared in the context of this overall spatial strategy. By concentrating development in the main urban centres, the amount and length of journeys can be minimised, particularly by private car, as the needs of the population can be met by the services and facilities around them and use of sustainable transport modes can be maximised.
- 6.124 The emerging policies of the Site Allocations DPD have been informed by evidence indicating the accessibility to rail stations by public transport, cycling and walking, as it is assumed that a proportion of the residents living in the proposed developments would use railway stations as part of their work commute, possibly into London. Surrey County Council assessed journey times by bus to rail stations using a Basemap TRACC method, and ranked proposed sites according to public transport time to the nearest rail station.
- 6.125 In addition to this exercise, the Sustainability Appraisal assessed whether the location of proposed site allocations would reduce the need to travel and encourage sustainable transport options (SA Objective 15), for example by being located within walking or cycling distance of key services and facilities. This work has, and will continue, to inform preferred options for the allocation of sites, and the key requirements associated with each site allocation policy. For example, if the site lacks accessibility to railway stations and other key services and facilities by public transport, walking or cycling, the key requirements would highlight that development proposals should seek to improve accessibility.
- 6.126 The various transport infrastructure schemes that are proposed in preceding sections will help improve public transport accessibility to key services, in a sustainable manner. The Woking Joint Committee continues to ensure an integrated approach to transport infrastructure provision, and aims to maximise efficient use of limited resources to deliver the projects and in a manner that will be fit for purpose.

7.0 Primary and Secondary Schools

- 7.1 Additional development and increasing birth rates will put pressure on existing schools over the coming years, and it is essential that plans are put in place to meet additional demand. This section sets out the capacity and possible options for additional primary and secondary school provision in the Borough over the lifetime of the Core Strategy.
- 7.2 Surrey County Council (SCC), as the Local Education Authority (LEA), has a statutory duty to ensure that there are enough school places in the county to meet demand. The County Council must therefore plan, organise and commission places for all state-funded schools in Surrey. SCC has produced the School Organisation Plan 2018-2027²⁰ to understand the projected need and demand for future school places for 5-16 year olds in Surrey. It will be regularly updated as demand for school places changes over time. It sets out where SCC currently thinks there will be a need to provide more school places (which could lead to the creation of a new school or expansion of schools) and if there may be a need to provide fewer places over the next ten years (which could lead to a reduction in school provision).
- 7.3 The purpose of the assessment of school capacity in this document is to provide evidence of need and whether there is sufficient capacity within Woking Borough to accommodate the education needs identified by SCC within the spatial framework of the Core Strategy. Woking Borough Council will continue to work with SCC on School Organisation Plans to accommodate any potential need, and update this section as information on school capacity and provision continues to emerge.

Evidence base

- School Organisation Plan 2018-2027 (January 2018)
- Surrey Infrastructure Study (2017)
- Department for Education, EduBase online
- CIL Topic Paper: Infrastructure Funding Gap (2013)

Background Information

- 7.4 All children in England between the ages of 4²¹ and 16 are entitled to a free place at a state school. There are four main types of state school:
- Infant – Reception, Years 1 and 2 (ages 4 – 7)
 - Junior – Years 3 – 6 (ages 7 – 11)
 - Primary – Reception to Year 6 (ages 4 – 11)
 - Secondary – Years 7 – 11 (ages 11 – 16).
- 7.5 In October 2016, the most common state school types in Surrey included:
- community schools, controlled by the local council and not influenced by business or religious groups;
 - academies, run by a governing body, independent from the local council - they can follow a different curriculum;
 - foundation schools and voluntary schools, which have more freedom to change the way they do things than community schools;
 - trust schools, government-funded but with extra support from a charitable trust such as a local business, community group or educational charity; and

²⁰ School Organisation Plans replaced the former School Organisation in Surrey 2010 – 2020, referred to in the previous IDP.

²¹ Admission can be from the term before the pupil turns five.

- free schools, funded by the government but are not run by the local council – they have more control over how they do things, and do not have to follow the national curriculum.
- 7.6 Within the state school system, there are schools with particular characteristics which need to be taken into consideration when planning future provision, particularly grammar schools, for which admission is highly competitive. There are no state grammar schools within Woking Borough or Surrey as a whole; however, there are in neighbouring local authority areas, which children from Woking Borough could attend.
- 7.7 Education in Surrey can be divided into three age-determined phases, although there is some overlap between these. For example, the compulsory school age is 5 but children who are 4 can also start school at this age if their parents wish them to do so. The three main phases can be described as:
- Early Years, in which a range of private, voluntary, independent (PVI) and maintained providers including nurseries and children's centres, provide the free entitlement for 2 - 4 year olds;
 - 5-16, "compulsory school age" during which schools are the main providers;
 - 14-25, colleges and schools both offer substantial provision, with colleges as the sole provider for young people aged 19-25.

The changing national context

- 7.8 The main legislation governing school organisational changes is found in the Education and Inspections Act 2006, as amended by the Education Act 2011. The Academies Act 2010 made it possible for all publicly funded schools in England to become academies, still publicly funded (via the Education Funding Agency) but with more control over their curriculum, budget and staffing. The 2010 Act also authorised the creation of 'free schools' – a type of academy – a non-profit making, independent, state-funded school which is free to attend but which is not controlled by a local authority.
- 7.9 The 2011 Act gave rise to the 'academy/free school presumption': any local authority in need of a new school must in most circumstances seek proposals for an academy or free school. In July 2015, the advice was renamed the 'free school presumption', reflecting the fact that 'free school' is the department's term for any new provision academy. The presumption arrangements require local authorities to seek proposals to establish a free school where they have a clearly identified need for a new school in their area. Under the presumption route, the local authority is responsible for providing the site for the new school and meeting the associated capital and pre/post-opening costs²².
- 7.10 Extensions to existing schools are generally planned and managed by SCC as the LEA for Woking. However, all new schools are now delivered by Academies (often now provided as part of an Academy Partnership), or Free Schools (a type of Academy). However, SCC can deliver a new school as a last resort, for example if no Academy or Free School was interested. SCC would need to make a bid to the EFA for funding to construct and run a Free School.
- 7.11 The Education and Adoption Act 2016 drives continuing structural change to secure the academisation of the overwhelming majority of schools that are causing concern, to raise standards.

²² Department for Education (February 2016) The Free School Presumption: Departmental advice for local authorities and new school providers

- 7.12 The Department for Education White Paper 'Educational Excellence Everywhere', published in 2016, makes clear the Government's intention to increase the number of academies and multi-academy trusts (MATs) still further as part of its proposal to ensure that all remaining maintained schools transition to academy status by 2022. MATs are organisations that run a number of academies, including Free Schools, under a single charitable company. There are several MATs now active in the Borough.
- 7.13 According to Department for Education data²³, there are 13 primary and 3 secondary schools in Woking with academy status (or with applications to become academies). The Hoe Valley School opened in the 2015/16 academic year, with free school status.

Planning for school places in Surrey

- 7.14 As the LEA, SCC has a statutory responsibility for state school place provision. SCC produces an assessment of the capacity of the county's schools in its School Organisation Plan 2018-2027. It forecasts supply and demand for school places over the next decade and highlights the areas this will impact in the county, and sets out plans to manage this. The need for school places is forecast using a variety of factors including birth data, existing pupil movement trends and housing trajectories from the Local Planning Authorities.
- 7.15 Assessing the need for future school place provision is not an exact science. As stated above, a distinctive feature of education provision in Surrey is the number of children attending private schools – which is estimated to be around 21%, and this must be taken into account by the LEA when planning for school place provision. In addition, parents are not obliged to choose a school within their own district or borough, therefore there is no pure 'cause and effect' between the number of children living in an area and the number of school places required. That said, there are established patterns of co-location that can be used to predict the need for school places by analysing changes in the population base and the patterns of future housing developments.
- 7.16 SCC uses the projections of the numbers of likely students to consider the likely capacity of the county's schools on a geographical basis known as 'planning areas' (which is generally borough/ district-wide for secondary schools and ward level for primary schools). Planning areas are based on geographic proximity of schools, connections between schools such as feeder links and typical 'catchment' areas of schools. Woking Borough is made up of five individual 'primary planning areas':
- Horsell and Goldsworth
 - Knaphill
 - Sheerwater and Maybury
 - South Woking, and
 - Byfleet and West Byfleet.
- 7.17 In addition, the County Council has a number of planning principles regarding, for example, what is considered to be the optimum number of students per school, which are also taken into consideration.
- 7.18 Schools operate most efficiently and effectively when full or nearly full. SCC therefore seeks to keep the number of surplus places to a minimum. It is not desirable for the County Council to try to eliminate all surplus capacity, as it is important to retain a degree of flexibility in the system to respond to parental choice and to unexpected changes in the population. Expansions are based on trends of oversubscription, residence location of

²³ Open academies and academy projects in development (January 2017), available at: www.gov.uk/government/publications/open-academies-and-academy-projects-in-development

applications for places and the ability of the school to expand (site size, planning, transport etc).

- 7.19 Since 2001, Surrey has seen significant increases in births, reaching a peak across the county of 14,237 births in 2012 – an increase of just over 22% in a decade. Woking demonstrated one of the largest percentage increases in births during this time. In the 2012/13 and 2013/14 academic years, the birth rate decreased significantly in Surrey for the first time since 2001. Despite this decline, there is no guarantee that this is a general trend for future years: in fact, birth rates are projected to follow a trend of increase overall but at a shallower rate than first anticipated. SCC therefore expects most areas of Surrey to at least maintain the current level of demand for school places. In time, this will filter through to the secondary school level and SCC predicts that Surrey will continue to experience an increasing number of children starting and remaining in the state school system.
- 7.20 When projecting pupil numbers, SCC also takes into account new housing developments and inward migration. According to the most recent Surrey Infrastructure Study, over 65,000 new homes are currently planned in the county by 2031. In order to get a clear picture of likely local growth, SCC liaises with local planning authorities – including at Woking Council – to collect completions data, housing permissions and trajectories. Government policies seek to increase the level of housing that the county should provide and this shapes the school planning challenges that SCC now faces, as demand for housing puts pressure on all services and public infrastructure – particularly schools.

Current Primary and Secondary State School Provision in Woking

- 7.21 There are 25 primary schools in Woking (set out in the following table), nine of which have nursery provision and two of which support students with special educational needs within a mainstream environment.

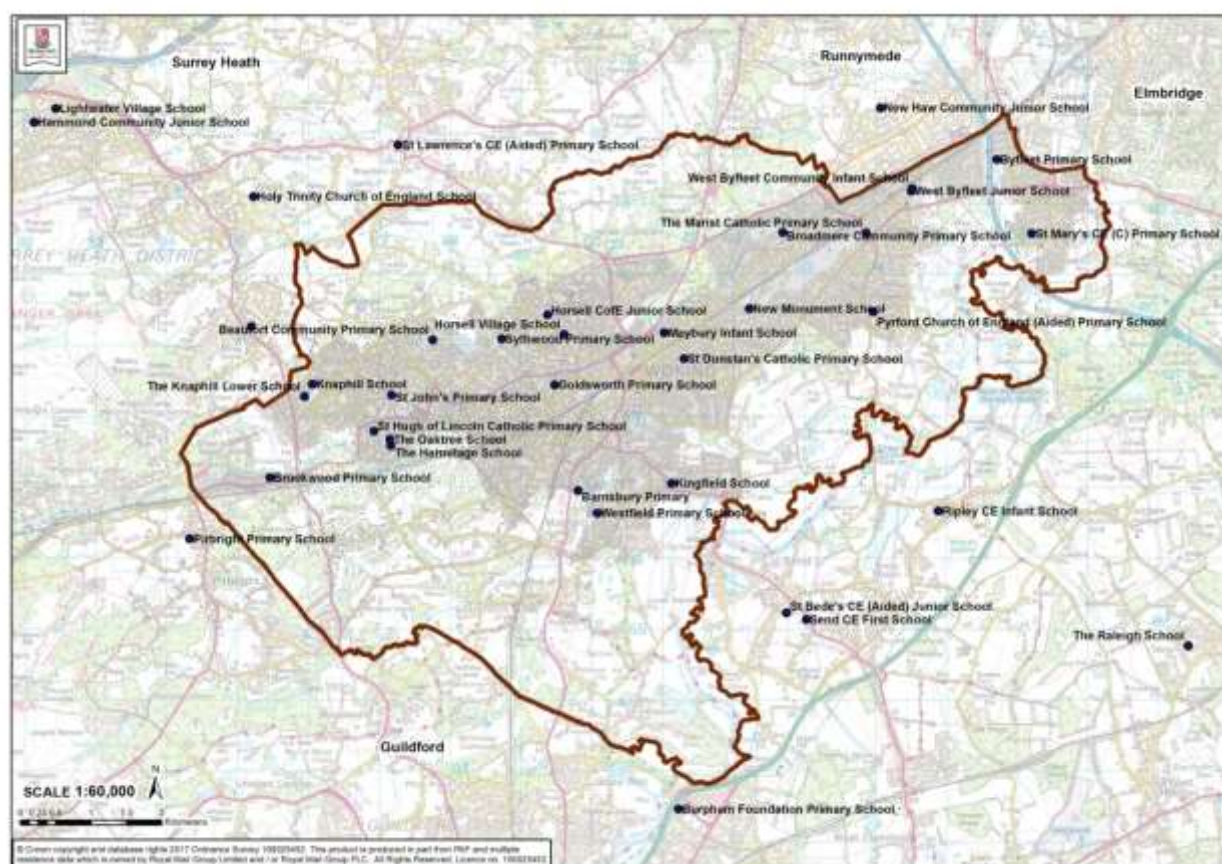
Name	Type	School Capacity	Number of Pupils (Jan 2016 ²⁴)
South Woking			
Barnsbury Primary School (N)	Academy Converter	420	409
Kingfield Primary School (N)	Community School	210	247
Westfield Primary School	Community School	510	429
Knaphill			
Brookwood Primary School	Academy Sponsor Led	210	184
Knaphill School (Junior)	Community School	360	328
St Hugh of Lincoln Catholic Primary School	Academy Converter	218	213
St John's Primary School (N)	Academy Sponsor Led	310	215
The Hermitage School	Academy Converter	378	356
Knaphill Lower (Infant) School (N)	Community School	270	327
The Oaktree School (Infant)	Academy Converter	270	267
Horsell & Goldsworth			
Beaufort Primary School	Academy Converter	420	415
Goldsworth Primary School	Academy Converter	420	533
Horsell CofE Aided Junior School	Voluntary Aided School	360	354
Sythwood Primary School (N)	Academy Converter	486	590
Horsell Village Infant School	Academy Converter	269	268
Sheerwater & Maybury			
Broadmere Primary Academy	Academy Converter	261	285
Maybury Primary School (N)	Community School	270	267
New Monument Primary Academy (N)	Academy Converter	290	252

²⁴ Data from EduBase2 and SCC Number on Roll – January 2016 Figures, available at: https://www.surreycc.gov.uk/data/assets/pdf_file/0009/93654/JANUARY-2016-NOR-by-yr-group-Primary.pdf

St Dunstan's Catholic Primary School	Voluntary Aided School	630	540
Byfleet & West Byfleet			
Byfleet Primary School	Community School	270	228
Marist Catholic Primary School	Voluntary Aided School	420	390
Pyrford CoE Aided Primary School	Academy Converter	480	482
St Mary's CofE Primary School (N)	Voluntary Controlled School	455	448
West Byfleet Community Infant School	Community School	270	235
West Byfleet Junior School	Community School	228	235
	TOTAL		8,497

Table 5: Primary State Schools in Woking

- 7.22 Map 2 shows the spatial distribution of primary schools in and around Woking, covering the planning areas. Planning areas are 'border-blind' so do not take into account the borough boundary, but are formed by the location of the schools. There is one primary school located outside of the borough which is considered to lie within in a Woking school place planning area: Pirbright Primary School (Guildford), in the Knaphill planning area.

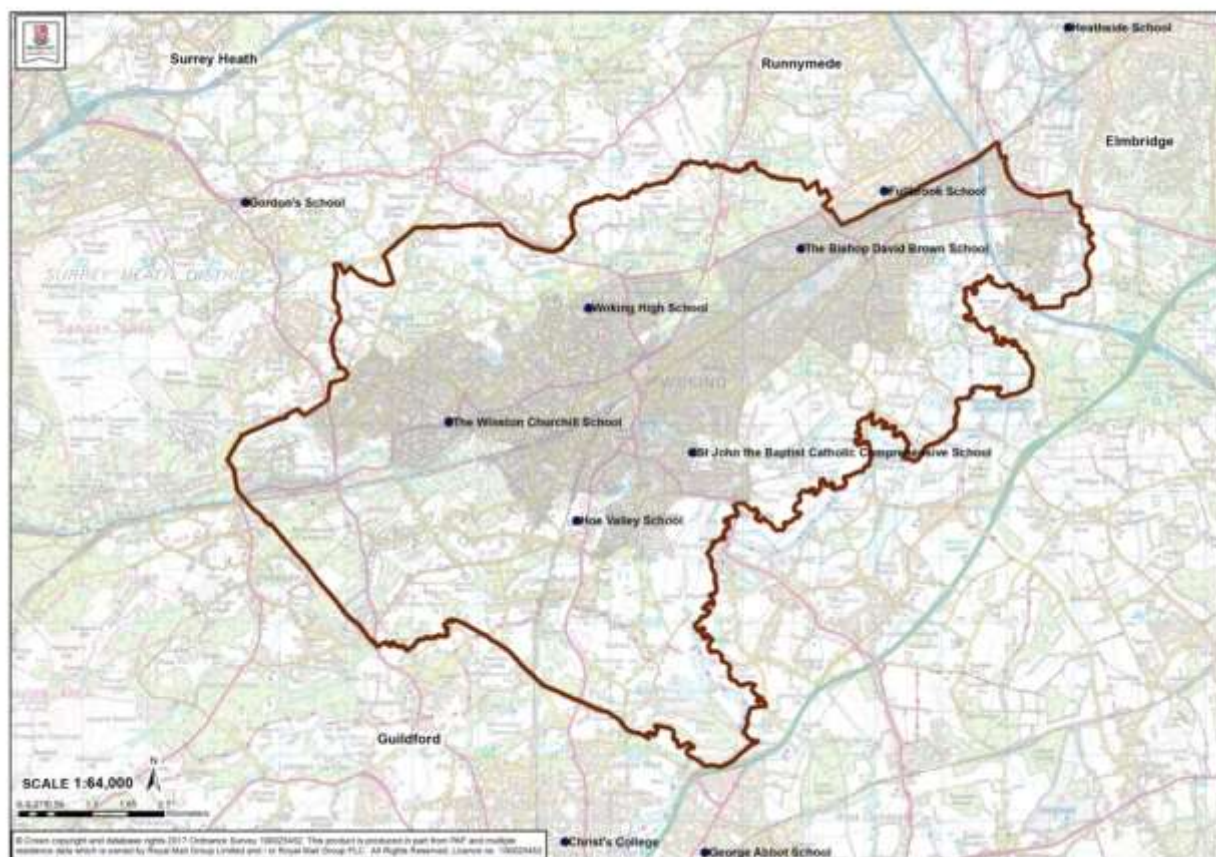


Map 2: Primary Schools in Woking and Surrounding Areas

- 7.23 Woking Borough is a single secondary school place 'planning area' and has five secondary schools, which are identified in table 6 and map 3 below. The new free school – Hoe Valley School – is due to move to its permanent site on Egley Road in September 2018, as depicted on the map (at the time of writing it is temporarily located in Woking Park).

Name	Type
Bishop David Brown School	Academy Converter
Hoe Valley School	Free School
St John the Baptist Catholic Comprehensive School	Academy Converter
The Winston Churchill School	Foundation School
Woking High School	Academy Converter

Table 6: Secondary State Schools in Woking



Map 3: Secondary Schools in Woking and Surrounding Areas

7.24 Woking also hosts a short stay school (formerly pupil referral unit) and two special schools providing education for children and young people with learning difficulties and autistic spectrum disorder – see table 7 below. Special Educational Needs provision is not made by using planning areas in the same way because the requirement for places does not correspond as closely to demographic change, given the specialised nature of the school places required.

Name	Type
Freemantles School (Autistic Spectrum Difficulties)	Community School
North West Surrey Secondary Short Stay School, Kingsway Centre (Behaviour, Emotional and Social Difficulties)	Community School
The Park School (Learning Difficulties)	Community School

Table 7: Special Educational Needs Schools

7.25 The remainder of this section considers in some detail the capacity of schools in Woking Borough and identifies potential options to address the need for additional places over the lifetime of the Core Strategy.

Primary School Provision and Forecasts in Woking

7.26 Woking is an area that has experienced a significant increase in demand for school places over the last 5-6 years. Since 2008, the number of applications for a reception place at a primary school in the Borough has increased by 28%. To cope with the increasing demand just under half of the 25 primary schools in the Borough have been expanded to meet existing need or are in the process of being expanded to meet future need providing over 2000 additional primary school places in the Borough for the future.

The primary expansions commissioned to date have kept pace with the growing primary demand, but future additional primary provision is needed.

7.27 Woking is second to only Epsom and Ewell in Surrey in population growth since the last census, but its 0-4 population has grown significantly more than any other Borough. There were about 1600 more 0-4 year olds in Woking in 2011 than there were in 2001 – an increase of 28%. Figures from the Office for National Statistics show that births in Woking have risen steadily year on year from a low point in 2001. There was a sharp rise in births in the Borough from 2008/09 which peaked at 1,504 in 2011/12, before declining in 2012/13 and remaining stable in the following years. However, births in 2016 were still profoundly higher than those in 1999.

7.28 The latest SCC School Organisation Plan (2018) assesses primary school need in Woking between 2018 and 2027. Figure 7 below estimates the number of pupils that will require a reception place in a primary school in Woking over this time period. On the basis of the known increase in birth rate and projected housing completions, the number of children entering primary was set to peak in 2016/17, before a small but steady decline back to the level of demand seen in 2013/14. The birth rates in 2007/08 and in subsequent years do not entirely reflect the rate of increase to 2016/17, so it is likely that the recent increases in admissions applications are partly due to inward migration and pupils yielded from additional housing.

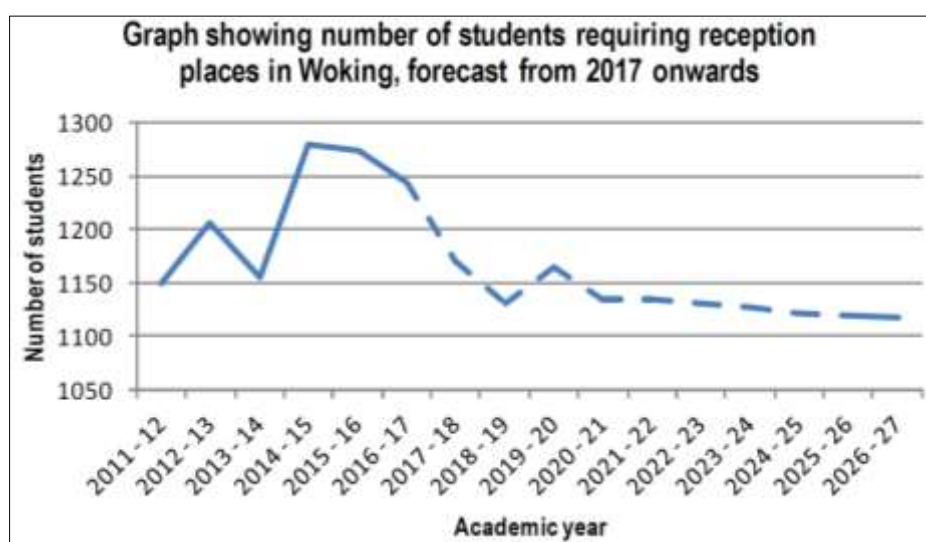


Figure 7: Forecast for Reception place need in Woking

7.29 From 2013, SCC commissioned a number of projects to meet growing demand in reception places in Woking, set out in table 8 below. This predominantly involved commissioning bulge classes and additional permanent expansion in pupil admission numbers in areas of exceptional demand.

7.30 Woking has seen an acute rise in applications throughout the start of the decade peaking in 2015. In line with recent birth trends, it is forecast that demand, whilst significantly above levels recorded in 2010, will begin to stabilise. For 2017, schools within the borough received 1,258 applications – a fall of 4.2% from the 2016 level. As a result, only 1 bulge class was commissioned for the 2017 academic year.

Name of School	Year	Bulge class or permanent expansion	Previous PAN	New PAN
St Dunstan's Catholic Primary School	2013	Permanent	60	90
The Marist Catholic Primary School	2013	Permanent	45	60

Sythwood Primary School	2013	Bulge class	60	90
Goldsworth Primary School	2014	Permanent	60	90
Beaufort Primary School	2014	Permanent	60	90
Sythwood Primary School	2014	Bulge class	60	90
Pyrford C of E Primary School	2014	Bulge class	30	60
New Monument Primary School	2014	Bulge class	30	60
Westfield Primary School	2014	Bulge class	60	90
West Byfleet Infant School	2015	Permanent	60	90
Sythwood Primary School	2015	Permanent	60	90
Westfield Primary School	2015	Bulge class	60	90
Beaufort Primary School	2015	Bulge class	60	90
Broadmere Primary School	2015	Bulge class	30	60
Broadmere Primary School	2016	Bulge class	30	60
Byfleet Primary School	2016	Bulge class	30	60
Broadmere Primary School	2017	Bulge class	30	60

Table 8: SCC projects to meet demand in Woking

Planned Expansions and Areas of Projected Greatest Need in the Borough

- 7.31 At present, SCC intends to meet future primary school demand in Woking predominantly through expansion in admission numbers, rather than through building new schools. However, the Council is keen to work with Free School promoters who may wish to consider providing additional school places within the Borough.
- 7.32 For the 2017/18 academic year, SCC has commissioned a permanent expansion in admission numbers from 60 to 90 at West Byfleet Junior School. In 2015, West Byfleet Infant School increased their PAN permanently to 90, therefore the junior school will subsequently be expanded to accommodate this change. In line with the forecast trends, it is not anticipated that further bulge provision will be commissioned for entry in 2018.
- 7.33 The Surrey Infrastructure Study (2017) depicts school capacity and forecasts pupil change to 2023. Table 9 below, extracted from the study, sets out forecast growth in terms of primary school places to 2023. Calculations show a 4% surplus of primary school places in Woking as at January 2017. Analysing birth data, existing pupil movement trends and housing trajectories, the Study forecasts a 3% rise in pupil numbers by 2023. There are 255 additional school places currently planned by 2023, resulting in a 4% surplus of places by this time.
- 7.34 Capacity and roll numbers therefore indicate that Woking is in a positive position to accommodate future primary pupil growth, with the County Council's programme of additional places providing an average surplus of places by 2023.

LOCAL AUTHORITY WIDE PLACE DATA 2017			IDENTIFIED GROWTH IN PUPIL NUMBERS			
	TOTAL SCHOOL PLACES - JAN 2017	TOTAL CHILDREN ON ROLL - JAN 2017	% SURPLUS / DEFICIT* OF SCHOOL PLACES IN JAN 2017	% FORECAST RISE OR FALL IN PUPIL NUMBERS BY 2023	ADDITIONAL SCHOOL PLACES CURRENTLY PLANNED BY 2023	% SURPLUS / DEFICIT* OF SCHOOL PLACES BY 2023
Elmbridge	11,127	10,622	5%	-1%	705	14%
Epsom & Ewell	6,680	6,549	2%	14%	676	-2%
Guildford	10,462	9,898	5%	6%	295	3%
Mole Valley	6,282	5,866	7%	1%	180	9%
Reigate & Banstead	11,973	11,603	3%	13%	1050	1%
Runnymede	5,703	5,452	4%	12%	180	-4%
Spelthorne	8,284	7,886	5%	13%	450	-2%
Surrey Heath	7,338	6,790	7%	0%	120	9%
Tandridge	6,645	6,311	5%	6%	0	-1%
Waverley	9,848	9,335	5%	0%	50	5%
Woking	8,685	8,345	4%	3%	255	4%

Source: Surrey County Council September January 2017 School Capacity Figures and Forecast Numbers to 2023
*Surplus depicted in green, Deficit depicted in red

Table 9: Primary school capacity and forecast pupil change to 2023

- 7.35 Certain pressure points will, however, remain throughout the Borough and the surplus of places will not be uniform across all schools due to parental preference. The spatial distribution of development should be taken into account in order to anticipate where demand for places is likely to be greatest.
- 7.36 WBC is working with SCC's School Commissioning Officers on an ongoing basis to determine which primary schools will be targeted for expansion, taking into account the location of proposed site allocations in the draft Site Allocations DPD. Officers have indicated that growth in **Woking Town Centre** is likely to generate additional need for school places which should be accommodated within existing and/or new primary school infrastructure. Education infrastructure is also likely to be impacted by new housing at sites proposed for allocation in the ward of **Byfleet and West Byfleet** (including land at Sheer House, Broadoaks and West Hall). West Byfleet Infant and Junior Schools have already been expanded in recent years to improve capacity for growing demand in this area. Later in the plan period (from 2022) it is proposed that the land surrounding West Hall be allocated for development of up to 592 dwellings, which will have to be planned for.
- 7.37 This IDP will be updated after further input from the School Commissioning Team is received.

Secondary School Provision and Forecasts in Woking

- 7.38 The increase in primary demand in the Borough will translate into demand in the secondary sector in the future.

- 7.39 SCC's School Organisation Plan (SOP) analyses the number of children in primary schools and factors in the historic patterns of children taking up secondary places. St John the Baptist Catholic Comprehensive School tends to have a wider geographical intake of children from out of the Borough, so forecasts also take into account the import of children from neighbouring boroughs.
- 7.40 The graph below from the SOP estimates the number of pupils that will require a secondary school place in Woking from 2017-2026. Demand steadily rises from just over 1100 places in 2018/19, to just under 1300 Year 7 places by 2023/24, and then declining and stabilising towards 2016/27.

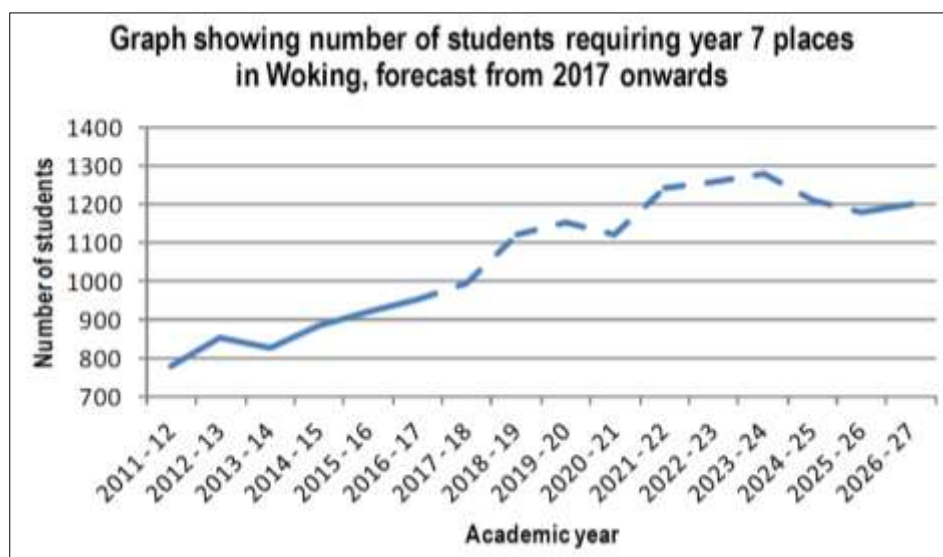


Figure 8: Forecast for secondary place need in Woking

- 7.41 In the past, there had been an adequate number of places within the Borough to accommodate all students, so there had been no action to provide additional places. However, the sharp increase in applications in the primary sector has now begun to impact on the secondary sector and will continue to do so in forthcoming years.
- 7.42 The 2013 School Census Data showed that Woking's secondary schools were largely at capacity – two secondary schools (Woking High and St John the Baptist) were operating with numbers above the assessed capacities of their buildings, resulting in crowded sites. Fullbrook and Winston Churchill were full to capacity. The only school that had spare physical capacity was Bishop David Brown. Neither Woking High nor Winston Churchill schools can expand easily, and will therefore find it increasingly difficult to meet the number of pupils currently living in their catchments in the future.
- 7.43 In 2014, the Bishop David Brown School increased its PAN from 120 to 150 to cater for additional demand; and then in 2016 it permanently expanded its PAN. In 2015, the Department of Education commissioned a new secondary free school: Hoe Valley Free School, which opened in temporary accommodation in September 2015. See below for future plans.

Planned Expansions and Areas of Projected Greatest Need in the Borough

- 7.44 Demographic change indicates that the demand pressures experienced in primary places is now moving into the secondary sector.

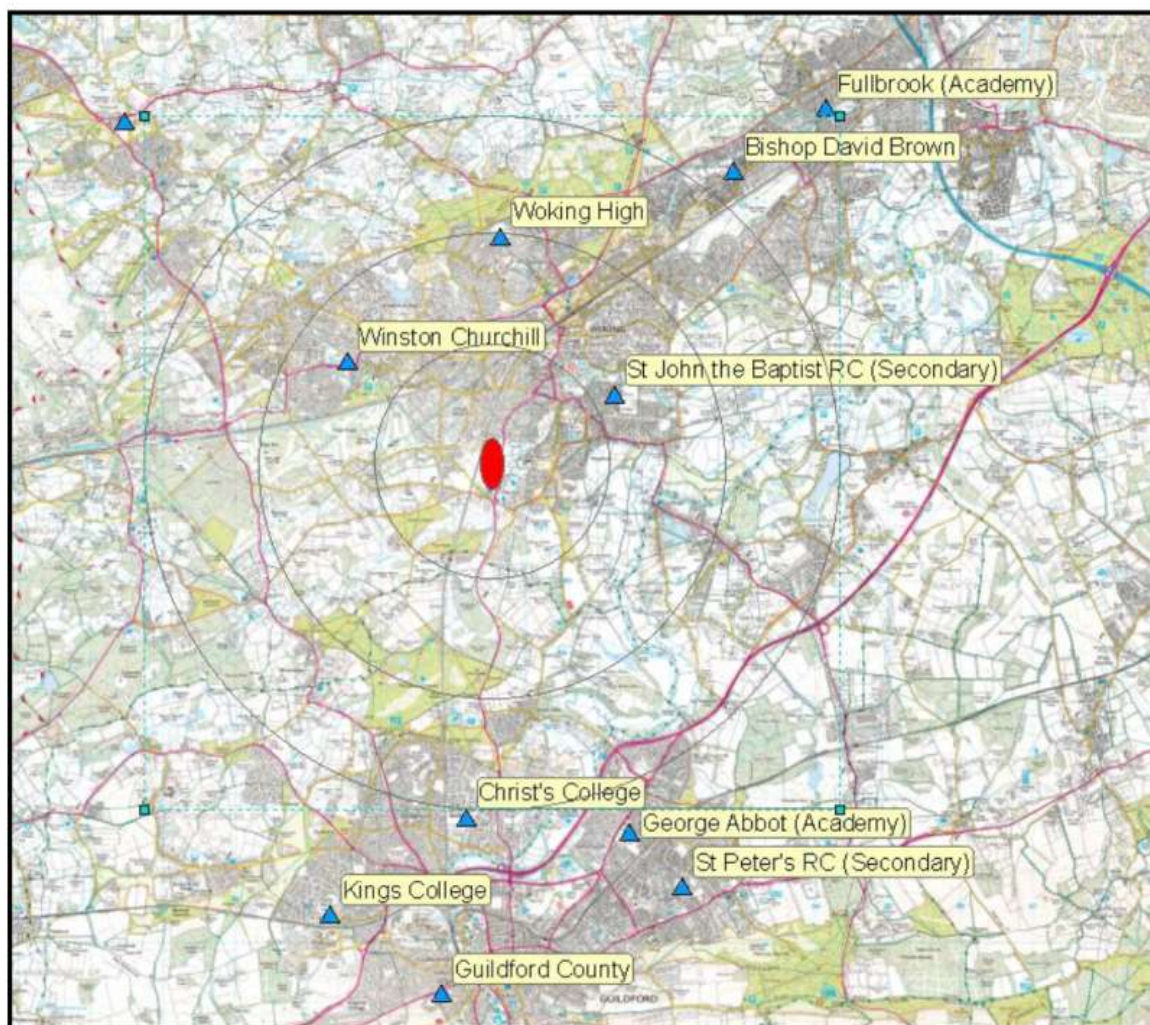
- 7.45 The Surrey Infrastructure Study shows that there were a total of 4,590 secondary school places in Woking in January 2017, but 4,451 pupils on roll, resulting in a surplus of 3% - see table 10 below extracted from the Study. The Study predicts a 45% increase in pupil numbers by 2025, resulting in a deficit of 19% of places by that time. There is a similar picture of need across the whole of Surrey.

	LOCAL AUTHORITY WIDE PLACE DATA 2017			IDENTIFIED GROWTH IN PUPIL NUMBERS		
	TOTAL SCHOOL PLACES JAN 2017	TOTAL CHILDREN ON ROLL JAN 2017	% SURPLUS/ DEFICIT OF PLACES JAN 2017	% FORECAST RISE OR FALL IN PUPIL NUMBERS BY 2025	ADDITIONAL SCHOOL PLACES CURRENTLY BY 2025	% SURPLUS / DEFICIT OF PLACES BY 2025
Elmbridge	4,506	4,261	5%	41%	1,300	-2%
Epsom & Ewell	4,680	4,338	7%	36%	0	-23%
Guildford	7,068	6,363	10%	20%	250	-3%
Mole Valley	3,930	3,379	14%	30%	150	-6%
Reigate & Banstead	6,475	6,162	5%	46%	1,590	-11%
Runnymede	4,615	4,316	6%	32%	1,110	1%
Spelthorne	5,595	5,013	10%	35%	450	-12%
Surrey Heath	4,375	3,943	10%	11%	0	0%
Tandridge	3,625	3,438	5%	19%	0	-12%
Waverley	6,602	6,020	9%	25%	150	-11%
Woking	4,590	4,451	3%	45%	300	-19%

Table 10: Secondary school capacity and forecast pupil change to 2025

- 7.46 The table masks local areas of pressure, and represents a snapshot in time. Detailed SCC education planning is underway to address pupil capacity. Analysis also excludes impacts from bordering counties which will have an impact on service demands within Surrey, particularly along border lines.
- 7.47 Alongside potential Free School providers, SCC has been working with secondary schools in the north west of Surrey and WBC to identify how additional places can be provided in Woking. SCC has commissioned a permanent expansion at St John the Baptist Catholic Comprehensive School to meet demand: its previous PAN was 180, and its new PAN will be 240 in the 2018/19 academic year.
- 7.48 Under existing legislation, whilst the Local Authority remains ultimately responsible for sufficiency of school places, it cannot open a new school provision itself. There is a presumption that any new schools will either be Free Schools or Academies, which are not maintained by the Local Authority. The timescales for future provision are therefore dependent on Free School decisions. However, SCC have built in a future option to expand Bishop David Brown by a further 2FE (300 pupils) should further provision be required in the longer term (post 2020).
- 7.49 The **Sheerwater Regeneration Scheme** includes provisions to improve Bishop David Brown's infrastructure, and it is anticipated that additional need arising from planned development here and in surrounding areas can be accommodated by this school.

- 7.50 Although there may be some further capacity in the future at Bishop David Brown, SCC had recommended to the Council that a 'reserve site' be identified as part of the Site Allocations DPD for future school provision in the Borough. As described above, the draft DPD proposes that part of the former nursery land adjacent to Egley Road, Mayford, be allocated for the provision of a secondary school. The site is now under construction, and the new Hoe Valley School will open in September 2018 as a 4FE secondary school with sixth form. The school will be well located to meet demand in central / south Woking, including from growth in **Woking Town Centre**, and SCC would expect the school to grow to a minimum of 6FE (admitting 180 at Year 7) to meet future demand. A form of entry is equivalent to 30 pupils or 1 'class'.
- 7.51 Map 4 below gives an indication of the proximity of the school site to the pupil population it will serve. SCC expects the majority of the pupils attending the school to be within 2 miles of the proposed site, and to ease pressure on Woking High and Winston Churchill, which were not in a position to meet the total demand in their admission areas in the longer term.



Map 4: Estimated catchment area of Hoe Valley School

- 7.52 Woking is largely self-contained in that most Woking children that live in the Borough currently attend a Woking secondary school. However, some pupils are served by schools in adjacent boroughs and parental choice can mean that some parents will choose to travel to a school of their choice which can be outside the borough in which they live. The two main 'non Woking' secondary schools serving children resident in

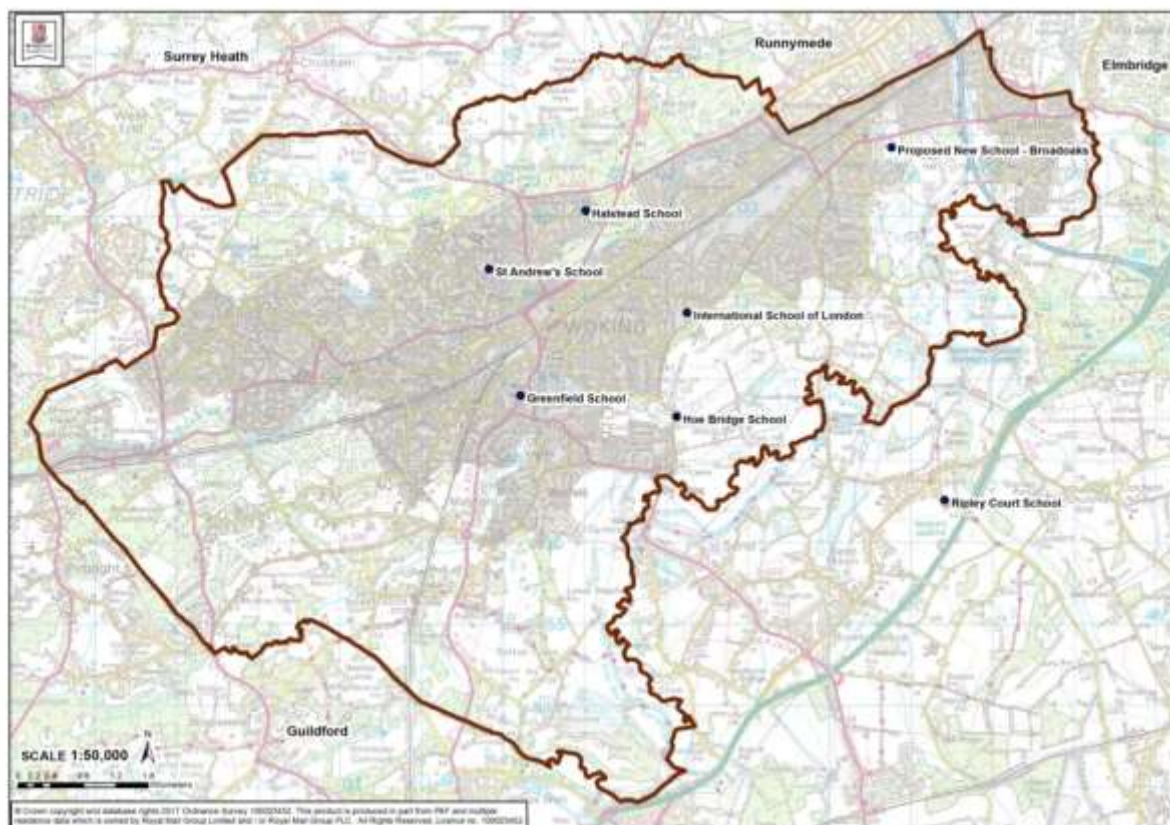
Woking are Fullbrook (14% of the total Woking secondary population based on 2013 data) and Christ's College (2%). Fullbrook School in the borough of Runnymede serves the Pyrford, Byfleet and West Byfleet areas. The projected future need of Runnymede is circa 7-8 additional forms of entry required in the longer term to meet growth in the Borough: a peak in demand in 2020/21 to reflect a 2013/14 spike in primary cohorts, before tailing off and spiking again in 2023 to accommodate a 2016/17 peak from the primary sector.

- 7.53 There are no plans to increase PANs at Fullbrook School, but the SOP makes reference to Chertsey High School - a new free school which opened in September 2017 on the site of the Runnymede Centre in Addlestone with a PAN of 180. By September 2021 it is expected to reach full capacity of 900 students. Chertsey High School will feed into Salesian Sixth Form College. This will ease pressure for additional places at Fullbrook School, which will then be able to accommodate new pupils to the east of the Borough in the **West Byfleet and Pyrford** area.

Private School Provision

- 7.54 Independent schools provide education for the same age ranges as the state school system, however, the terminology differs:
- Pre-preparatory – corresponds to infant school but may include nursery provision from the age of 2
 - Preparatory or Junior – corresponds with state junior, although may accommodate children up to the age of 13
 - Senior schools – generally corresponds with state secondary school age, however, traditional boys schools may have an entry age of 13.
- 7.55 Surrey traditionally has a high number of students attending private schools. Approximately 21% of the county's school age population attend a private school according to Surrey County Council's SOP. This compares with approximately 7% nationally across the country, according to the Department of Education.
- 7.56 There are five independent schools in Woking Borough (see map 5 below), providing for children aged 2/3-11/13. Some of these schools also provide nursery sessions. Oakfield School in Pyrford closed in 2012. These schools have a total capacity to provide for 1,560 pupils, and currently have 1,417 children registered²⁵. A number of private schools outside the Borough also receive pupils from Woking, such as Ripley Court School.

²⁵ Source: EduBase January 2016



Map 5: Private Schools in Woking

7.57 Table 11 shows current capacity of private schools in the Borough, as of January 2016. Over the last four years since the 2012 version of this IDP, capacity and number of registered children in each of the schools has increased, although total capacity remains similar due to the closure of Oakfield School.

School	Provision	Capacity (Capacity at 2011)	No. of registered children	% increase since 2012
Greenfield School	3 – 11 years, mixed sex	200 (189)	203	18%
Halstead School	2 – 11 years, girls	260 (217)	213	20%
Hoe Bridge School	2 – 13 years, mixed sex	500 (471)	495	5%
ISL Primary School	3 – 11 years, mixed	250 (165)	192	34%
St Andrew's School	3 – 13 years, mixed	350 (350)	314	1%
<i>Total</i>		<i>1,560</i>	<i>1,417</i>	

Table 11: Private school capacity (Source: EduBase, January 2016)

Planned Provision

7.58 It is considered unlikely that there will be significant increases in demand in the immediate future due to current capacity levels and the current economic climate. However, some schools have reported an increase in demand, such as Greenfield School, who state they could have had two Reception classes for September 2017 if they had the appropriate facilities to house them. Due to the restraints on its current site, Greenfield is investigating the possibility of expanding and relocating the school – not only to expand class provision to meet demand, but also to provide more outside space, particularly for sport.

- 7.59 Despite their recent infrastructure improvements, The International School of London (ISL) closed the secondary provision in August 2017 to focus solely on primary education. This is somewhat due to the 'Brexit' effect. They will be moving away from providing for short-term transient students, towards catering for longer-term international primary students. They anticipate a short-term decrease in student numbers due to these changes, but aim to re-establish capacity over the next 5-6 years. ISL's future provision will depend on the outcome of Britain's exit from the European Union, but should the primary model work effectively, they will restore their secondary provision.

Delivery of School Infrastructure

- 7.60 The likely scale of additional demand for primary and secondary school places locally means that this is a significant issue for the Council's local development documents in terms of ensuring that school places are provided to meet additional need created as a direct result of new development.
- 7.61 Policies CS16 and CS19 of the Core Strategy support the delivery of infrastructure needed to support growth in the Borough. Policy CS19 resists the loss of, and supports new provision of, social and community infrastructure, including schools. Policy CS16 secures financial contributions towards the provision of community facilities via the Community Infrastructure Levy (see below).
- 7.62 Policy DM21 of the Development Management Policies DPD supports proposals for new or replacement schools and other educational facilities, expansion of education facilities on existing sites and changes of use for school or other educational and training purposes.

Cost and Funding of Provision

- 7.63 National education policy and funding changes are transforming education, driving a transition to a schools-led system. The new system will result in funding arrangements changing. Surrey County Council is working with the Department for Education for a fairer funding settlement from central government, but in addition, the Council endeavours to ensure that appropriate contributions from developers are received to meet the future education infrastructure demands of additional housing.
- 7.64 The Community Infrastructure Levy (CIL) was adopted by the Council in October 2014, and came into effect from 1 April 2015. CIL is now the primary means of securing developer contributions towards infrastructure provision in the Borough. CIL replaces the Section 106 (s106) system where planning contributions are negotiated on a case by case basis (although in certain instances s106 agreements may still be required in addition to CIL).
- 7.65 As part of the CIL adoption process, WBC worked with SCC to identify the education costs required to support future housing development in the Borough. It outlined a need between 2012-2022 for 19 primary school classrooms and 13 secondary school classrooms, as well as Early Years places (see Table 12 below).

Infrastructure required	Total funding required	Existing from other sources	Funding gap
19 primary school classrooms	£16,088,227	£0	£16,088,227
13 secondary school classrooms			
Early year provision			

Table 12: Figures on Education Infrastructure Requirements 2012-2022, extracted from CIL Charging Schedule (2014)

- 7.66 The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. Annual Monitoring Reports set out net additional completions to 31 March 2017 totalling 1,789. The Council therefore needs to deliver 3,175 net additional dwellings from 2017 to 2027 to meet the Core Strategy target²⁶.
- 7.67 SCC has historically excluded 1-bed properties from calculations of this nature because of the negligible pupil yield from these property types. However, this position has now changed and yield factors for all sizes of dwelling can be applied. The latest West Surrey Strategic Housing Market Assessment (September 2015) has identified a need for 20% 1-bed, 30% 2-bed, 35% 3-bed and 15% 4-bed homes across the West Surrey HMA to 2033 (market and affordable homes). This would result in the following estimations of need:

Housing Mix	No. of Dwellings	PRIMARY		SECONDARY	
		Yield Factor	Yield Estimate	Yield Factor	Yield Estimate
1-bed	635	0.05	31.75	0.01	6.35
2-bed	952.5	0.09	85.73	0.07	66.7
3-bed	1111	0.3	333.3	0.19	211.1
4+ bed	476	0.43	204.7	0.36	171.4
Total no. of pupils			656		456
Total no. of classrooms			Up to 22 (pupil yield/30)		Up to 16 (pupil yield/30)

Table 13: Likely child yield from potential development between 2017 and 2027 using Core Strategy targets

- 7.68 Updated calculations therefore indicate that up to 22 additional primary classrooms and 16 additional secondary classrooms will be generated by housing to 2027.
- 7.69 From April 2015, developer contributions are required based on the Surrey S106 Education Formula. The contribution required according to the Surrey S106 Education Formula is established by multiplying the number of primary and secondary pupils yielded by development by the cost per primary and secondary place respectively. The Department for Education (DfE) cost per place is obtained from the primary and secondary cost multipliers by the regional factor. The 2008-09 Multipliers are £12,257 for primary and £18,469 for secondary, with the location factor for Surrey being 1.12; giving a cost per place of £13,728 for primary and £20,685 for secondary. This equates to £411,840 per primary class, and £620,550 per secondary class. The DfE has not published updated cost multipliers since 2008/09, and therefore the existing SCC policy applies.
- 7.70 Therefore, applying the total number of classrooms given above and the cost per class, would result in the following estimated contributions between 2017 and 2027:
Primary places: £411,840 x 22 = £9,060,480
Secondary places: £620,550 x 16 = £9,928,800
Overall estimated contribution 2017-2027 = £18,989,280
- 7.71 The CIL Topic Paper demonstrated why it is highly unlikely that existing sources of funding to meet the cost of education needs in Woking will be sufficient to cover any additional education need generated by future development. SCC further stresses that this funding gap is based on the minimum housing projections and could increase if it was

²⁶ Whilst this is the formal projected figure, it is considered to be a minimum figure, and the Council will continue to monitor delivery year on year and make a judgement periodically to determine if the Council is over or under-providing in line with estimated trajectories.

decided in future that some of the additional capacity should be provided by way of new schools since land costs, site abnormalities and other exceptional costs are not factored in.

- 7.72 The Council intends to review its charging schedule every five years (at a minimum). The next review is due to take place in October 2019, which will reflect up-to-date information in this latest IDP and other relevant sources. SCC's School Commissioning Officers, and Strategic Planning and Infrastructure Officers continue to work with WBC to find the most effective and suitable method to secure the funding and delivery of schools the Borough needs for the future.

8.0 Early Years Education and Children's Centres

- 8.1 The Childcare Act 2006 places a duty on local authorities to secure sufficient childcare for working parents and provide information, advice and assistance to parents and information, advice and training to childcare providers. Surrey County Council (SCC) therefore holds a responsibility for ensuring that parents can access the early years funded entitlement for 2, 3 and 4 year olds, particularly with regard to identifying any gaps in childcare provision. SCC is expected to act as a broker between overall parental demand in the area and provider capacity, seeking to provide the maximum possible flexibility for parents.
- 8.2 Evidence shows that attending high quality early education has a lasting impact on social and behavioural outcomes²⁷. Families eligible for Free Early Education for Two Year Olds (FEET) can access 15 hours of funded childcare over 38 weeks per year. This funding is to support the 40% most disadvantaged families in Surrey and is part of the Government's early intervention strategy.
- 8.3 All parents of three and four year olds can access a universal entitlement of 15 hours a week funded childcare (over 38 weeks per year). In September 2017, an extended entitlement was introduced for eligible working parents who can access an additional 15 hours a week to a maximum of 30 hours a week. Local authorities should ensure that parents and providers are aware that the child's parent must apply for the additional funded hours through the Government's online Childcare Service – www.childcarechoices.gov.uk.
- 8.4 In Woking, SCC encourages strong partnership working between Early Years providers from all sectors (maintained schools and academies, private, voluntary and independent providers and childminders) to ensure the market offers maximum flexibility for parents to access funded hours to meet their needs and the needs of their child. Many of Woking's maintained schools and academies offer before and after school provision and holiday play schemes, operated directly by the school or a third party provider, to ensure working parents have access to wrap around care.
- 8.5 SCC does not have a duty to be the provider of these Early Years services; but SCC encourages providers to offer flexible packages of funded hours whilst enabling children to access regular, high quality provision and maximising flexibility for parents within a financially sustainable model.
- 8.6 Childcare is defined as any form of care for a child that is paid for or is funded, including education and any other supervised activity. Parents can access funded education for two, three and four-year-olds (according to eligibility) through various providers, such as:
- Day nurseries,
 - sessional pre-school playgroups,
 - extended day preschool playgroups,
 - nursery units of independent schools,
 - nursery classes in Surrey maintained schools,
 - Surrey maintained nursery schools
 - and some childminders.

Evidence base

- Early education and childcare: statutory guidance for local authorities (March 2018)

²⁷ Department for Education "Early education and childcare" statutory guidance (March 2018)

- Surrey Childcare Sufficiency Assessment 2016
- Audit of Childcare and Early Education Provision North-west Area (Autumn 2015)
- Surrey Infrastructure Study (June 2017)
- Core Purpose for Sure Start Children's Centres in Surrey (May 2017)
- Sure Start Children's Centres Statutory Guidance (April 2013)

Early Years Provision

- 8.7 The majority of EY education provision in the Borough is provided by the private, voluntary or independent sector. In addition there are a number of maintained nursery schools, Children's Centres and some primary schools with EY facilities attached to them.
- 8.8 In Surrey, parents can choose to pay their early education provider to access more than the universal entitlement of 15 hours a week of funded early education or 30 hours for eligible families. Any additional charges made to the parent/carer should be clear and transparent.

Current Provision

- 8.9 In January 2018 (the date of the latest audit), there were 2,097 early education places in Woking provided by the private, voluntary and independent (PVI) sector and maintained schools and academies. Numbers cannot be compared to previous audit reports due to changes in the way they are calculated.
- 8.10 This is broken down as follows:
- 19 Day nurseries offering free early education, with 1179 places;
 - 14 Extended day playgroups offering free early education, with 453 places;
 - 7 Pre-school playgroups offering free early education, with 201 places;
 - 6 Nursery units of independent schools offering free early education, with 264 places;
 - 11 maintained nursery classes, with 572 places; and
 - in addition there are 190 home based childcarers.
- 8.11 For sufficiency purposes, wards are clustered in Woking as follows:
- Byfleet/West Byfleet
 - Canalside, Horsell, Mount Hermon, Pyrford
 - Goldsworth Park, Knaphill, St Johns
 - Heathlands, Hoe Valley.

Need for Free Early Education Places across Woking

- 8.12 SCC's Early Years Commissioning Sufficiency team would determine the sufficiency of funded early education places in Woking and other boroughs. Data sources include: School Census, Early Years census, Birth data, Department for Education data for families eligible for Free Early Education for Two Year olds (FEET) and predicted eligibility for the extended entitlement (30 hours), the National Demographic Census. Projections of deficit would also take into account increases in population and planned housing developments, as well as other criteria.
- 8.13 In 2014/15, Canalside (formerly the wards of Maybury and Sheerwater) was identified as not being able to meet future demand for Free Early Education for Two year olds (FEET). Refurbishment and development of school nursery provision for two year olds at New Monument Primary Academy and Broadmere Primary Academy, has created up to 20

places for families eligible for FEET funding. Broadmere Primary introduced funded places for families eligible for the extended entitlement (30 hours) in September 2018 and New Monument will offer places from 2019. Maybury Primary now offer funded places for 2, 3 and 4 year olds. Schools are able to offer the funded entitlement to parents with no additional charges.

- 8.14 In 2016, Barnsbury Primary School opened a maintained nursery for 2, 3 and 4 year olds offering 30 places. They offer FEET and 30 hour places.
- 8.15 The ward cluster of Canalside, Horsell, Mount Hermon and Pyrford remains at a deficit of places for funded early education. To support working parents, a day care provision offering all year round care and education 8am to 6pm would support this deficit. However any suitable provider would need to understand the needs of the community, and the social mobility agenda, and be able to offer both FEET and 30 hour places that parents can access without incurring additional charges. The proposals for the Sheerwater Regeneration Scheme will provide a new site for Busy Bees Nursery and Children's Centre, which will improve the provision here, and support future demand.

Delivery of Sufficient Childcare and Early Education Provision

- 8.16 To make sure there are enough free early education places across Surrey, including those areas identified in Woking Borough, SCC will support the development of places in the maintained and PVI sector in the ward clusters with a projected shortfall of places. Actions include:
- where new primary schools are planned for development, the need for early years places is considered alongside these plans and the development of nursery classes is included where a need can be evidenced;
 - when community premises are identified, the EYCS invite PVI childcare providers to submit a tender outlining how they can work in partnership with the Council and other EY providers to develop services;
 - as there is no capital allocated by SCC for the development of early years places, funding is sought for the development of additional infrastructure provision from new housing developments, which yield 11 pupils aged two- to four-years-old per 100 new dwellings (0.11 pupils per unit). Developer contributions will be sought through S106 Agreements or the Community Infrastructure Levy to support early education provision at sites identified near new housing developments.

Planned Provision

- 8.17 Ensuring adequate provision in the more rural areas of the Borough is likely to present the greatest challenge for adequate cover. However, up to 2027, the draft Site Allocations DPD directs the majority of future housing growth to the existing built up areas of the Borough i.e. the Urban Area including neighbourhood, local, district and town centres, rather than the rural areas of the Borough. In addition, CIL can fund provision of early years infrastructure in rural areas if a need arises.

Early Years Pupils Generated by Housing and Cost of Provision

- 8.18 SCC's School Organisation Plan for Woking describes how the increase in school pupil population in Woking has led to an increase in demand for school places. This is not solely attributable to an increasing birth rate – additional demand is also generated from inward migration and higher pupil yield resulting from additional housing. SCC forecasts a peak in primary pupils entering education in Woking in 2016/17, before a small but steady decline back to the level of demand seen in 2013/14, remaining static until

2024/25. This suggests that if there is a small but steady decline of four-year-olds requiring school places, there may be a commensurate small but steady decline in three-year-olds preceding them. Notwithstanding this, proposed developments in the draft Site Allocations DPD and on windfall sites will continue to yield early years children, and the effect of these children should be mitigated if the development is to be permitted.

8.19 Based on projected future housing growth, Woking's adopted CIL Charging Schedule calculates the total number of early years children to be yielded by development up to 2022 as 156. The cost for an early years place was calculated to be £10,019, and therefore developer contributions sought for EY provision from 2012-2022 was estimated to be $156 \times £10,019 = £1,562,946$.

8.20 Since previous iterations of this IDP, SCC has commissioned market research by Cognisant Research Ltd (in 2015) that has identified new yields from housing development. The pupil yield has increased from 0.07 to 0.11 pupils per unit (according to SCC's Childcare Sufficiency Assessment 2016). The child yields have been adjusted based on free early education take-up patterns. The cost per early years place is now estimated to be £9,615. The above figures can therefore be updated as follows:

The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. Annual Monitoring Reports set out the net additional completions to 31 March 2017 totalling 1,789. The Council therefore needs to deliver 3,175 net additional dwellings to 2027 to meet the Core Strategy target²⁸.

$0.11 \times 3,175 = 349$

Therefore the estimated cost of Early Years provision to projected housing development over the period 2017-2027 is $349 \times £9,615 = \mathbf{£3,358,039}$

8.21 The Government has allocated no capital funding for the provision of early years places, so the up-to-date projected funding gap is £3,358,039. This will inform future reviews of the CIL Charging Schedule.

8.22 Modelling future demand is difficult as not all of the pre-school places projected based on housing delivery will be required: working parents may prefer childcare provision closer to their places of work, which are not necessarily within the Borough. As only 27% of Woking residents work within the Borough, this is a key consideration.

8.23 In practice, as well as population forecasting, the Surrey CC uses local knowledge of the registered places at maintained nurseries within primary schools, nurseries, pre-schools, independent schools and childminders, alongside submissions for providers on funding returns to measure the capacity of early education provider provision on an ongoing basis.

Children's Centres

8.24 Whilst the majority of the nursery and pre-schools in the Borough are privately operated, SCC is responsible for the delivery of Sure Start Children's Centres. In April 2013 a 'core purpose' for Sure Start Children's Centres was published²⁹: to improve outcomes for young children and their families and reduce inequalities, particularly for those families in greatest need of support.

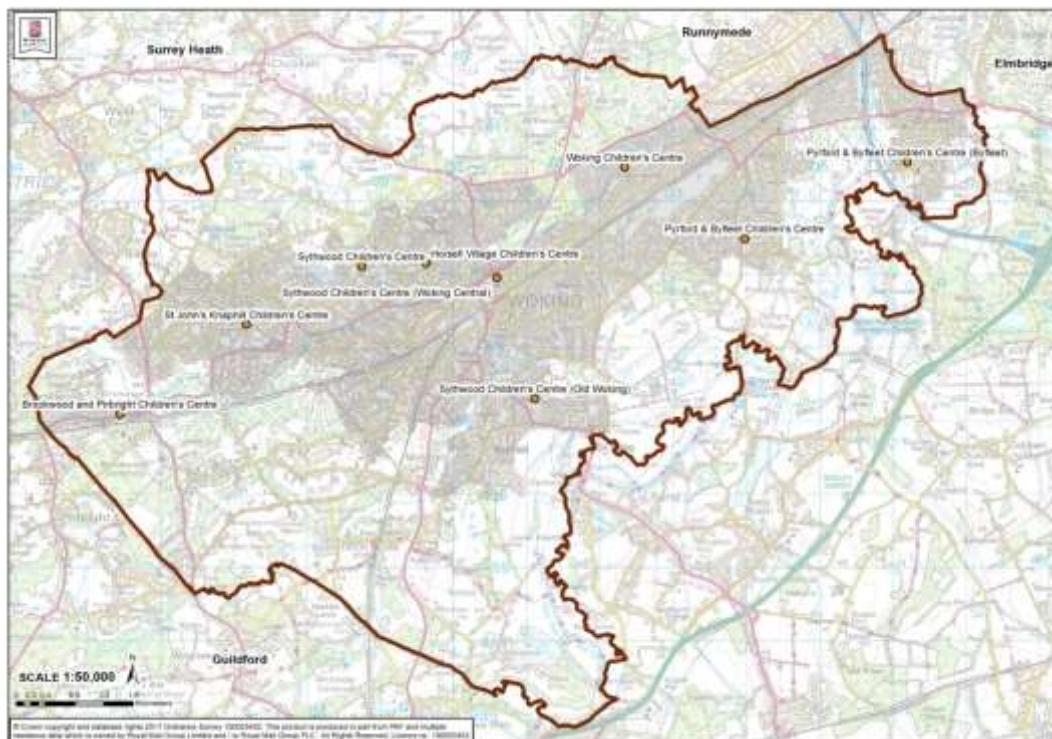
²⁸ Whilst this is the formal projected figure, it is considered to be a minimum figure, and the Council will continue to monitor delivery year on year and make a judgement periodically to determine if the Council is over or under-providing in line with estimated trajectories.

²⁹ Department for Education, Sure Start Children's Centres Statutory Guidance (April 2013)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/273768/childrens_centre_stat_guidance_april_2013.pdf

- 8.25 Early childhood services should be made available either by providing the services on site, or by providing advice and assistance on gaining access to services elsewhere. Activities for young children should be provided at the centres. Local authorities must ensure there are sufficient children's centres, so far as reasonably practicable, to meet local need.
- 8.26 Sure Start Children's Centres offer children under five and their families a wide range of services and support that is tailored to meet the needs of the communities they serve, therefore services will vary from each centre.
- 8.27 A summary of activities and services are as follows.
- Play and Learn sessions where parents stay, have fun with their children and become involved with their children's learning are run from each centre. Free information, advice and guidance are offered on employment and training opportunities with links to Job Centre Plus, Surrey Family Information Service and family learning.
 - Health information including antenatal and postnatal advice and support, breast feeding, nutrition and help with giving up smoking are offered in partnership with health.
 - Parenting support, which includes delivery of parenting courses are available across the centres.
 - Outreach services are available for targeted support.
- 8.28 Since the previous IDP, the number of Sure Start Children's Centres across Surrey has reduced from 67 to 58. After the merging of several 'reach areas' in Woking to enable joint governance of services, the number of designated Children's Centres within the Borough has been reduced to six, although activities continue to be run from all existing nine sites. This merging exercise has not, therefore, impacted on the services provided for families.
- 8.29 The six main 'hubs' and their linked sites are as follows (also see map 7 below):
- Brookwood and Pirbright Children's Centre, Connaught Road, Brookwood
 - Horsell Village Sure Start Children's Centre, Horsell Village School
 - Pyrford and Byfleet Sure Start Children's Centre, Pyrford Primary School (and a linked site at St Mary's Primary School, Byfleet)
 - St John's Knaphill Sure Start Children's Centre
 - Sythwood Sure Start Children's Centre, Sythwood Primary School (with two linked sites: 'Woking Central' at the YPOD Centre, and at the Community Centre in Old Woking);
 - Woking Sure Start Children's Centre, Blackmore Crescent in Sheerwater.
- 8.30 There are also two mobile Sure Start Children's Centre buses which are available to offer targeted services to families who may have difficulty accessing the centres.
- 8.31 Early years providers either run by, or on the site of, children's centres, can provide funded early learning places. Children's centres should also work closely with other providers offering funded early learning places to ensure families who need it can access integrated support. Childcare and early education is offered from Sythwood Sure Start Children's Centre at Sythwood Primary School, and Woking Sure Start Children's Centre in Sheerwater. The other Woking children's centres signpost to other local childcare providers, and to the Surrey Family Information Service. It is believed that Sure Start could play a role in implementing the new 30 hours free childcare entitlement policy.

- 8.32 There are no further plans for Children's Centres in the Borough and increased demand from new development will be met through the existing hub and spoke model with the main (hub) children's centres supplemented by sessions in other local community settings. This is likely to mean an intensification of delivery in existing and new community facilities, rather than bespoke children's centres.
- 8.33 Woking Sure Start Children's Centre and Nursery falls within the Sheerwater Regeneration area. These facilities will be re-provided and improved, to meet future demand in this area.
- 8.34 Funding for Sure Start Children's Centres was through the Early Intervention Grant (EIG) from the Department of Education. The ring-fence on EIG spending was removed under the Coalition Government, allowing local authorities to determine the most effective use of the grant. From 2014, the EIG was folded into a broader funding stream, the Business Rates Retention System. Local authority budgets for 2016/17 showed a planned reduction in spending, including that of Surrey County Council. Some centres have introduced charges for some services that were previously free, and some welcome 'donations' for services from its users. None of the Sure Start centres in Woking Borough have been identified for possible closure due to reduced funding.



Map 7: Location of Sure Start Children's Services

Summary

- 8.35 Over the lifetime of the Core Strategy it is anticipated that provision will need to be made for additional early years places. The Early Years Commissioning Team at Surrey County Council meets the need for sufficient provision by both working with and supporting current settings to expand the number of places offered; and working with prospective providers, schools, borough and district councils, and community and voluntary organisations to identify buildings to support the development of new places. The Early Years Commissioning Team will support the development of places in the maintained and PVI sector in ward clusters with projected shortfall of places, in

conjunction with new primary schools; new community premises; and at sites identified near or at new housing developments.

- 8.36 An analysis of the latest position regarding early years infrastructure needs in Woking can be found in Surrey County Council's Childcare Sufficiency Assessment. Where additional early years places are required in an area, additional infrastructure will be required. Funding from CIL will support the delivery of this infrastructure, as well as from Section 106 Agreements where infrastructure provision is specifically necessary to enable site specific requirements to be delivered. SCC Early Years Commissioning Team will identify suitable locations for this infrastructure and invite bids from prospective providers to run these new settings.
- 8.37 Since previous iterations of this IDP were published, the Development Management Policies DPD has been adopted. This contains policy DM21 'Educational Facilities', which supports development proposals that will widen choice in education to ensure that the identified needs of the community – including those of early years education – are met. Paragraph 7.5 of the DPD sets out how the Council will resist the loss of existing childcare facilities and support the conversion of properties for childcare uses where evidence shows that there is significant demand.
- 8.38 There are no further plans for Children's Centres in the Borough.

9.0 Further Education and Adult Learning Provision

- 9.1 Further Education (FE) broadly means formal learning outside of schools and higher education institutions. People learning in the FE sector include:
- young people continuing their academic or vocational learning outside of school;
 - adults and young people seeking basic skills; and
 - others seeking skills or formal qualifications.
- 9.2 This section also considers sixth form colleges, which operate under the same legal framework as the FE sector, but are generally treated as part of the schools sector.
- 9.3 The Education and Skills Act 2008 requires all young people in England to continue to education or training until at least their 18th birthday, although in practice the majority of young people continue until the end of the academic year in which they turn 18. This does not mean young people must stay in school. They can choose from:
- full-time study in a school, college or with a training provider;
 - full-time work or volunteering (20 hours or more) combined with part-time education or training leading to relevant regulated qualifications; or
 - an apprenticeship; traineeship or supported internship.
- 9.4 The Government continues to reform technical education and training, apprenticeships, traineeships, and supported internships to improve the offer to young people. Local authorities have broad duties to encourage, enable and assist young people to participate in education or training. To fulfil these duties, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve any gaps in provision³⁰.
- 9.5 FE may be provided in general colleges, sixth form colleges, sixth form colleges within secondary schools, specialist colleges, adult education institutes, or other private training organisations and employers. Online training is playing an increasingly important role too.

Evidence base

- Surrey County Council 14 – 19 Learning Plan 2010 – 2015
- Surrey County Council 16-19 Commissioning Specification 2015-2020
- Surrey Infrastructure Study 2017

- 9.6 It should be noted that a number of learners from Woking will travel outside of the Borough boundary to attend further education institutes and visa versa. For example, the following providers (included in map 8 below) are likely to attract students from Woking:
- Fullbrook School Sixth Form Centre in New Haw, is just across the Borough boundary, but its catchment serves Byfleet, West Byfleet and Pyrford;
 - Merrist Wood College, Worplesdon, provides education in the land-based sectors with facilities for floristry, horticulture, arboriculture, landscaping and garden design, as well as an Animal Management Centre, sports facilities, and an indoor riding arena. The college offers a wide range of courses and qualifications aimed at 14-

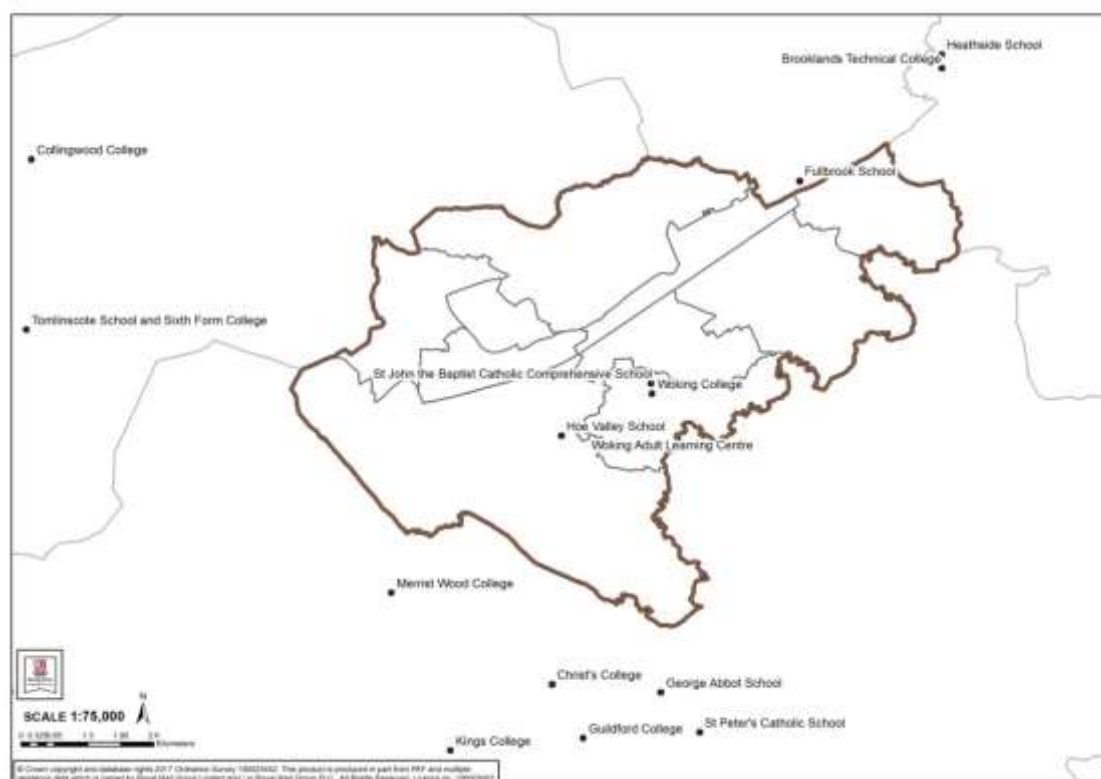
³⁰ Department for Education 'Participation of young people in education, employment or training – statutory guidance for local authorities' (September 2016), available at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/561546/Participation-of-young-people-in-education-employment-or-training.pdf

18 year olds, as well as adult courses. It also provides training programmes for apprenticeships.

- Brooklands College, with two sites: a new campus in Ashford and a main campus in Weybridge. The Weybridge campus has been subject to sizeable investment supported by EM3 LEP, with additional infrastructure projects scheduled in the longer term. The college is committed to offering a wide range of technical vocational programmes from level 1 to level 6, and many students travel from Woking Borough to attend and achieve these programmes. The college also offers an apprenticeship programme that operates to support employers across Surrey, including in and around Woking. The college is expecting this to be a growth area with the introduction of the apprenticeship levy. The Department for Education (DfE) has supported the college to build a specialist facility for a small number of Autistic students, and there are plans to further develop these facilities for this specialism should the DfE make further funding available.

Sixth Form Provision

- 9.7 There are three institutes providing sixth form education in Woking Borough (see map 8 below):
- St John the Baptist
 - Woking College
 - Hoe Valley School
- 9.8 Fullbrook School is also considered as although it is just outside the Woking Borough boundary in New Haw, it serves approximately 14% of the Woking secondary population – from Pyrford, Byfleet and West Byfleet.



Map 8: Location of Sixth Form Colleges in and around Woking

- 9.9 It is important to understand that the way in which students choose which college to study at is very different to schools provision. Students will choose their college based on a

number of factors including the range of courses on offer, cost and accessibility. There is therefore no simple cause and effect between the secondary school that a student attends and the sixth form college they will apply to. This makes projecting the number of students requiring spaces at sixth form colleges in the future difficult to predict. In order to maintain or grow the number of students, sixth forms must therefore 'market' themselves to potential students. Despite the difficulties in projecting future demand, it can be seen that the Borough's population is growing and that demand for sixth form places within the Borough will continue to grow too.

St John the Baptist

- 9.10 St. John the Baptist school (known locally as SJB) includes a fully comprehensive Sixth Form Centre. It was founded for the education of Catholic children, and as such, the school primarily serves the Catholic community of the Woking Deanery, which comprises the parishes of Woking, Camberley, Camberley North with Bagshot, Frimley, Knaphill and West Byfleet.
- 9.11 Although most of the school's GCSE students opt to remain with SJB, it also welcomes students from other schools. SJB offers sixth form education for 300 Year 12 and 13 students. Students who attended the school between Years 7 and 11 are automatically eligible for acceptance at the sixth form. The external candidate admission number is 15.

Future plans

- 9.12 The Council is not aware of any plans to expand sixth form provision at SJB.

Woking College

- 9.13 Woking College is a sixth form college based in Old Woking, on land adjacent to St John the Baptist school and sixth form college. The Sixth Form Centre provides full-time education for approximately 1,280 16-19 year old students with a wide range of courses. The College is aiming to become a 16-19 Academy, and envisages growing to circa 1400 by September 2018. In addition to running courses for 16-19 learners, the college also runs a number of part time adult and community education courses, serving between 300 – 350 adult learners. The majority of these courses are ESOL³¹ which serves to meet a particular need of the Woking community.
- 9.14 Woking College currently rents some space at the Maybury Centre which serves the local community in that area. In addition to the provision of traditional courses, the college performs a wider role in the community, specialising in language skills for Asian women and women with mental health issues.
- 9.15 Over the last three years, the college has embarked on a programme of modernising and updating the campus. A new science block and presentation theatre has been developed, along with a sports centre and art and design block.

Future plans

- 9.16 In March 2017, a planning application was approved for the development of a new all-weather sports pitch at the College, through the extension of existing college playing fields. The College advocates a shared-use model in order to expand capacity of its infrastructure: aside from benefitting students, Woking Football Club seeks to ensure the

³¹ English for Speakers of Other Languages

pitches are used all year round through training of the Youth Academy Football Club and match games.



Figure 6: Proposed Sports Facility Masterplan (Agility, December 2014)

- 9.17 There is limited additional teaching space within the existing site to accommodate additional learners in the future. Short-term, the construction of a new pavilion on the site would help to free up space within the main building which is currently being used as changing facilities for conversion to use as class rooms. It should be noted that any such proposal would be subject to detailed planning considerations.
- 9.18 There are issues with accessibility to the main college site in Old Woking. The College continues to draw students from a very wide area and well beyond the Borough boundaries. As the quality of provision and subsequent reputation of the College continues to improve – this is a trend likely to continue. The College is anxious to meet the needs of students who wish to attend Woking College; in order to do this, not only must they consider the growing number of students arriving by rail, but also those arriving by bus from the north of Guildford and also from the north of the Borough. The site is a 15 minute walk from Woking Station through Woking Park and few bus services are direct to the site, with many students having to change busses in the town centre. This affects students' (both young and adult learners) ability to attend courses, and consequently the development of the college.
- 9.19 Woking College has expressed an interest in moving to a new site within or in close proximity to Woking Town Centre in the future. Relocation to a new site would address the College's current capacity issues, and help it to develop by locating in a more accessible area of the Borough where there is significantly improved public transport. However, in recognition of the difficulties in raising the capital required for such a significant project, the College will continue to seek opportunities to expand its infrastructure within the envelope of the current site to meet future need. It should be noted, however, that the current site is within the Green Belt and this will need to be addressed when considering any future plans. The Council will continue to work closely with the College to find solutions to meet its future needs.

Hoe Valley Sixth Form

- 9.20 Hoe Valley Free School opened in 2015 in temporary accommodation in Woking Park, South Woking. Initially it is admitting 120 Year 7 pupils in the first few years. After moving to its permanent site on Egley Road (see map 8 above) – anticipated to be in September 2018 – it will grow to a full capacity of 840 students including a sixth form. the

sixth form centre will open in September 2020. The local authority would expect the majority of pupils attending the school to be within two miles of the new site.

Fullbrook 6

- 9.21 'Fullbrook 6', is a mixed, comprehensive sixth form offering a broad range of courses in a purpose-built sixth form block. The majority of students are those who have attended Year 11, but Fullbrook 6 also accepts applications for entry from external applicants. The published admission number for external applicants for entry to Year 12 September 2017 is 15. More places may be made available subject to take-up by internal applicants.

Future plans

- 9.22 The Council is not aware of any plans to expand sixth form provision at Fullbrook.

Adult Learning

- 9.23 Surrey Adult Learning (SAL), run by Surrey County Council (SCC), is the key supplier of Adult Education provision across the county. There are seven Adult Learning Centres throughout Surrey, with one located in the Westfield area of Woking. The other Centres are located across North and South West Surrey, in Camberley, Guildford, Farnham, Esher, Molesey and Sunbury.
- 9.24 Surrey Adult Learning provides a range of daytime, evening and Saturday courses for adults, including various Art & Crafts, Cookery, Humanities, Languages, Dance and Exercise courses, as well as qualification-led courses such as Maths and English GCSE.
- 9.25 Surrey Adult Learning also offers courses supporting those with learning difficulties and disabilities; Family Learning courses aimed at parents and carers to help them support their children and improve their own skills; and an Outreach programme aimed at targeting areas of the community with specific needs.
- 9.26 Surrey Adult Learning is aiming to grow its provision within existing facilities to include becoming a key Surrey County Council apprenticeship provider, to meet growing demand in the county.

Funding and Delivery

- 9.27 Funding mechanisms for sixth form provision are complex and are currently the responsibility of both the Education Funding Agency (funds sixth-form colleges, sixth-forms in schools and academies, commercial and charitable providers (CCPs), local authorities and higher education establishments) and the Skills Funding Agency (contracts with over 1,000 colleges, private training organisations, and employers to deliver qualifications and apprenticeships). Providers may get other public funding (such as through student loans, the European Social Fund and Local Growth Fund), and income from additional private or charity sector sources.
- 9.28 Historically, sixth forms in schools were paid more per student than sixth form colleges and further education colleges. In the last Parliament (2010-2015) this was changed so that school sixth forms, sixth form colleges and further education colleges received the same funding rate. As student numbers can fluctuate from year to year, it is difficult for colleges to plan too far in advance.

- 9.29 Calculations by the Institute for Fiscal Studies (IFS) demonstrate that funding for sixth forms and colleges has fallen by 10% from 2010/11 to 2014/15, after inflation has been taken into account. The IFS report shows that 16-19 education has suffered the largest cuts in Department for Education funding during this period³². A report by the National Audit Office³³ found that the financial health of the FE college sector has been declining since 2010/11, although this does vary from region to region. In order to address these findings, Government are currently assessing future reforms in the institutional landscape: colleges are involved in a national programme of area reviews which run until Spring 2017. Some colleges will merge; some sixth form colleges may convert to become academies.
- 9.30 The Education Funding Agency (EFA) has said that there will also be reductions to non-core funding – by 2019/20 this funding would be reduced by around £160 million from the £6 billion budget (2.6%). Although this does not represent a large percentage, it is a substantial cash sum at a time of pressure on staff costs and when expectations on provision are rising³⁴.
- 9.31 Where local authorities feel that there is a specific gap in provision that cannot be addressed by existing providers, there is a process by which this can be brought to the attention of the EFA for consideration and action as appropriate. Re-engagement programmes should be used to support young people who are not in education, employment and training (NEET) back into learning where available and appropriate. Examples of re-engagement provision may include programmes funded by the European Social Fund (ESF) and the Youth Engagement Fund. Other ways of re-engaging young people are often sourced locally.
- 9.32 The 16 to 19 Bursary Fund provides targeted support to help young people to overcome any specific financial barriers to participation. The majority of this funding is administered by schools, colleges and training providers; funding for the most vulnerable young people is administered by EFA. Local authorities can seek to work with institutions in their area to coordinate and support the delivery of the Bursary Fund. Local authorities also administer the fund in respect of their own direct provision, including local authority maintained schools with sixth forms.
- 9.33 The Government has committed to developing vocational skills, and to increasing the quantity and quality of apprenticeships. The Apprenticeship Levy has been introduced in April 2017 – a levy of UK employers to fund new apprenticeships. Registered training organisations (colleges, training providers or employers) must meet appropriately high standards to access apprenticeship funds paid via the Skills Funding Agency.

Summary

- 9.34 In order to properly evaluate capacity, in particular for adult/community learning, an assessment of the current skills gap needs to be undertaken in conjunction with future housing developments to support growth. Moving forward, a bespoke model needs to be developed to assess this, in which physical infrastructure to support adult/community learning will continue to be important, whilst recognising that online training will play an increasing role.

³² Sibeta, L. (March 2015), Schools spending, IFS Briefing Note 168, available at:

www.ifs.org.uk/uploads/publications/bns/BN168.pdf#page=5

³³ Morse, A. (July 2015), Overseeing financial sustainability in the further education sector, National Audit Office Report, available at: www.nao.org.uk/wp-content/uploads/2015/07/Overseeing-financial-sustainability-in-the-further-education-sector.pdf#page=8

³⁴ Association of Colleges' review of EFA's January 16-18 funding letter (January 2016)

- 9.35 Further education needs of the Borough are currently met within two sixth forms (including Fullbrook), and one dedicated further education facility, Woking College. Students attend the College from across Surrey and there are an estimated 1,280 currently enrolled. Woking College is currently undertaking improvements to its sports infrastructure, and will seek opportunities to continue to improve/expand facilities on its current site to meet future need. However, the Council will continue to work closely with the College to explore the availability of a suitable site to meet its future needs.
- 9.36 From September 2020, growing further education needs of the Borough will also be met by new sixth form facilities at Hoe Valley School on Egley Road.

10.0 Health

10.1 This section of the IDP considers the provision of health related infrastructure:

- Delivery and commissioning of healthcare services
- Primary healthcare
 - General Practitioners
 - Community pharmacies
 - Dental practitioners
- Secondary healthcare
 - Hospitals
 - Community healthcare facilities
- Ambulance services.

10.2 Since the previous iteration of this IDP, the Coalition Government has introduced a number of significant healthcare reforms through the Health and Social Care Act 2012. The Act abolished NHS Primary Care Trusts and Strategic Health Authorities and transferred health care funds to Clinical Commissioning Groups (CCGs), partly run by the General Practitioners (GPs) in England. The Act established the National Health Service Commissioning Board, now known as NHS England. NHS England, under a mandate from the Government (the latest of which sets objectives to 2020³⁵) sets the priorities and direction of the NHS and holds a commissioning budget, the majority of which is allocated to CCGs for commissioning local health services such as hospitals and ambulance services.

Evidence base

- Woking Health and Wellbeing Action Plan (2014)
- Surrey Heartlands Sustainability and Transformation Plan (October 2016)
- NHS England Mandate 2016-17 (March 2017)
- Ashford and St. Peter's Hospitals Annual Report & Accounts (2015/16)
- Surrey's Joint Health and Wellbeing Strategy (2016)
- Surrey's Joint Strategic Needs Assessment (updated continuously)
- NHS North West Surrey CCG Operational Plan 2017-2019 (March 2017)
- General Practice Forward View (April 2016)
- NHS North West Surrey CCG Annual Review 2015/16 (June 2016)
- Surrey Infrastructure Study 2017
- South East Coast Ambulance Service Five Year Strategic Plan 2017-2022
- South East Coast Ambulance Service Operating Plan Narrative 2017-19 (December 2016)

Delivery & Commissioning of Healthcare Services

10.3 The term 'public health' relates to the prevention of illness and promotion of health and well-being. There are three domains of public health: health improvement (e.g. people's lifestyles), health protection (such as the control of infectious diseases) and healthcare services (including service planning, efficiency and audit).

³⁵ Department of Health: The Government's mandate to NHS England for 2016-17 (March 2017)

10.4 The delivery of public health – in particular, primary and acute care - across the country is going through a period of significant transformation. NHS England and its partner organisations have developed a Five Year Forward View³⁶, which intends patients to receive a ‘truly seven-day NHS’, with the services people need being offered in hospitals at the weekend and people able to access a GP at evenings and weekends. A key objective is to see more services provided out of hospitals, with more power and control devolved to more areas, enabling communities to design and develop new models of care tailored to meet the needs of their local populations.

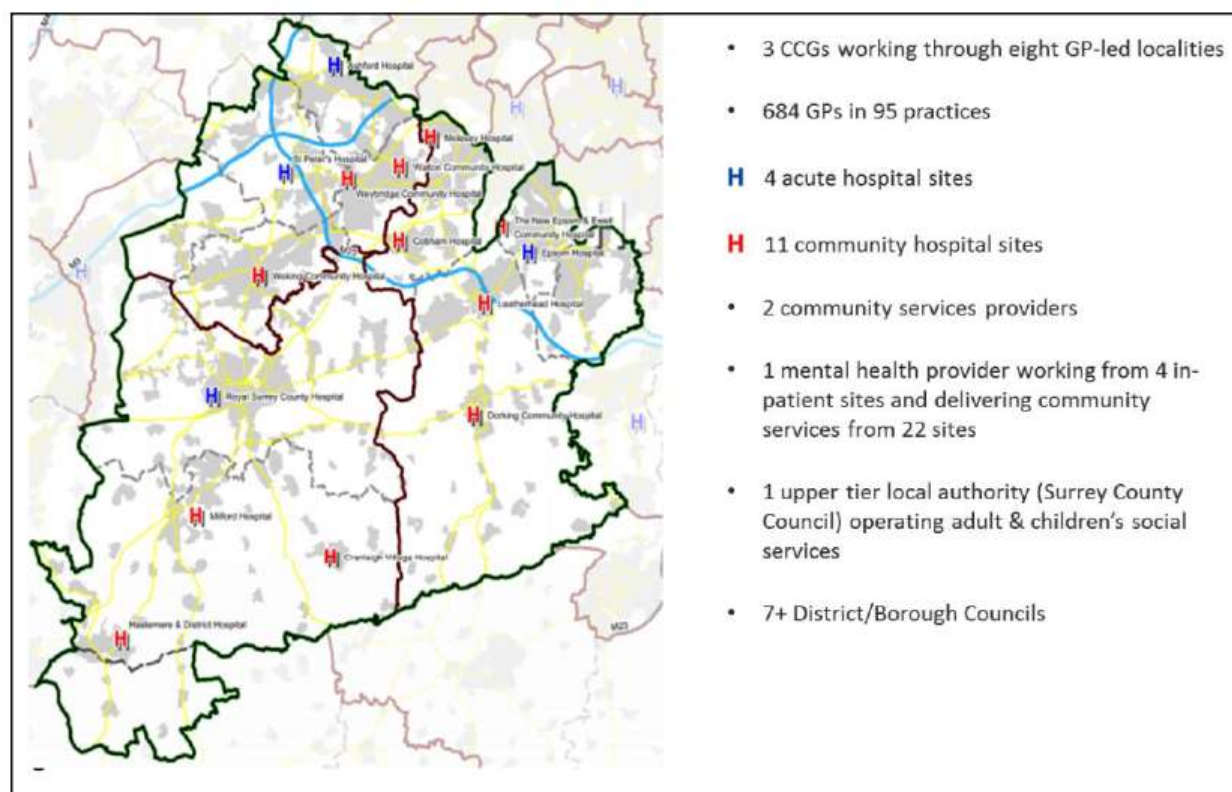


Figure 10: Surrey Heartlands Planning Footprint

10.5 In June 2017, local and national health and care organisations signed an agreement to improve health and social care across a sub-regional planning footprint called ‘Surrey Heartlands’, illustrated in figure 10. The agreement sets out a roadmap towards devolution, outlining how partners will work together to improve health outcomes of the 850,000 people living in Surrey Heartlands, which covers Woking Borough. Their objective is to reach fuller Devolution by 1 April 2018.

10.6 In October 2016, Surrey Heartlands produced a five-year Sustainability and Transformation Plan (STP)³⁷, describing how a wide range of health benefits and improved outcomes will be realised for the population through the transformation of health and care services (see figure 11). The aim is to work towards one health and social care system – as envisioned in the Five Year Forward View - and dissolve the boundaries between general practice, outpatient services, community services, mental health and social care.

10.7 The focus, as described above, is on managing people in their own communities and move away from bed-based care for both physical and mental health thereby avoiding

³⁶ Available at: www.england.nhs.uk/five-year-forward-view/

³⁷ Available at: www.nwsurreyccg.nhs.uk/surreyheartlands/

hospital admissions and nursing/residential home placements. The delivery of care is being redesigned to give expression to this approach, for example:

- through better integrating the various strands of community services such as GPs, community nursing, mental health and social care, moving specialist care out of hospitals into the community ('Multispecialty Community Providers' or 'MCPs');
- joining up GP, hospital, community and mental health services ('Primary and Acute Care Systems' or 'PACs');
- linking local hospitals together to improve their clinical and financial viability, reducing variation in care and efficiency ('Acute Care Collaborations' or 'ACCs'); and
- offering older people better, joined up health, care and rehabilitation services ('Enhanced Health in Care Homes').

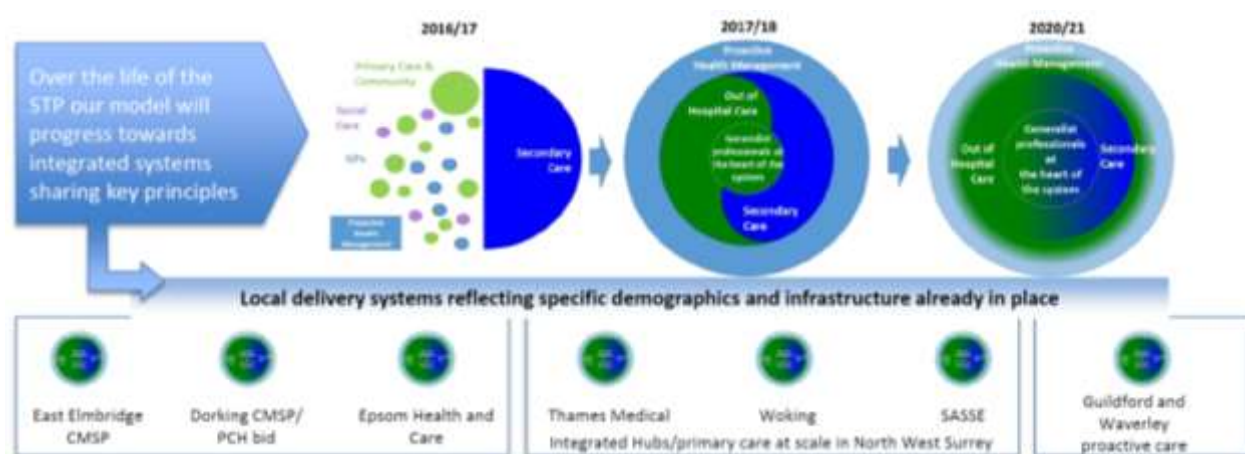


Figure 11: Surrey Heartlands STP Vision for Integrated Care

10.8 This makes planning for local healthcare infrastructure somewhat challenging, as methodologies and assumptions in previous iterations of this IDP need to change as services are developed in a new and different way. Not only will the nature of infrastructure change, but also its funding mechanisms.

Commissioning Primary Healthcare Services in Surrey

10.9 Currently, public health in Surrey is delivered by a number of Clinical Commissioning Groups (CCGs), who are members of the Surrey Heartlands sustainability and transformation partnership. Woking Borough is covered by the North West Surrey Clinical Commissioning Group (NWS CCG). Its mission is to enable all North West Surrey people to enjoy the best possible health by commissioning high quality healthcare which meets the needs of its population within the financial envelope available.

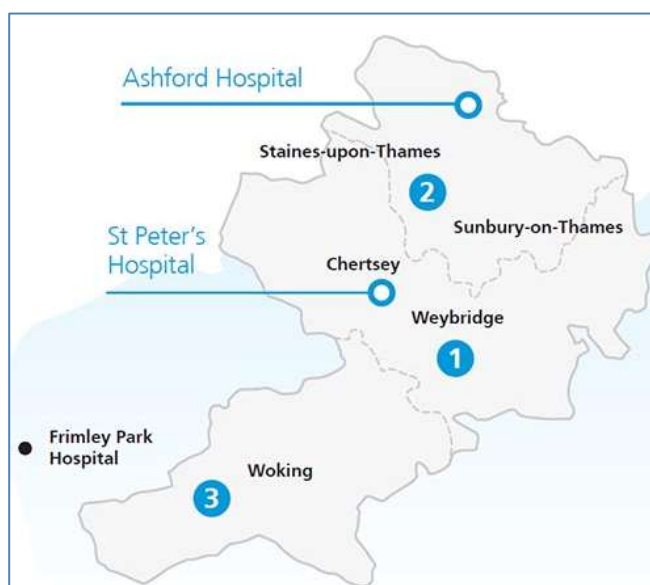


Figure 12: NWS CCG Localities

10.10 The NWS CCG commissions or 'buys' local healthcare services for a

population of around 350,000, including:

- Planned hospital care;
- Urgent and emergency care;
- Rehabilitation care;
- Community health services;
- Mental health and learning disability services.

10.11 The area of the NWS CCG is divided into three 'Localities':

1. Stanwell, Ashford, Staines, Shepperton, Egham
2. Thames Medical; and
3. Woking (which does not fully conform with the administrative boundary of the Borough).

10.12 The CCG works in a collaborative commissioning arrangement with the five other CCGs working across Surrey, known as the Surrey Commissioning Collaborative. Some NHS services are Surrey-wide, with each CCG acting as 'lead commissioners' for certain services areas.

Host or lead commissioner	Service description
East Surrey CCG	Tbc
Guildford and Waverley CCG	Surrey Children's Community Health Services
	Safeguarding children and children's commissioning team
	Mental health and learning disabilities services
North West Surrey CCG	999 and emergency ambulance services
	NHS 111 services
	Patient transport services
	Delegated co-commissioners for Primary Care in North West Surrey
Surrey Downs CCG	NHS continuing healthcare
	NHS funded nursing care services
	Support services from the designated nurse for safeguarding adults
Surrey Heath CCG	Accreditation and annual appraisal of GPs with a special interest

10.13 With the introduction of the Surrey Heartlands STP, the Surrey-wide commissioning priorities are being reviewed, along with the supporting collaborative working arrangements.

10.14 Future health needs are assessed by the CCGs and the Surrey County Council in a Joint Strategic Needs Assessment (JSNA) – a local assessment of current and future health and wellbeing needs that could be met by local authorities, CCGs or the NHS Commissioning Board. Following the assent of the Health and Social Care Act 2012, local authorities and CCGs have an equal duty to prepare JSNAs and Joint Health and Wellbeing Strategies, through the local Health and Wellbeing Board.

10.15 Based on the needs and assets identified in the JSNA³⁸, the Health and Wellbeing Board has produced Surrey's first Joint Health and Wellbeing Strategy to inform commissioning

³⁸ Available at www.surrey.nhs.uk

decisions across local services to ensure they are focused on the needs of service users and communities.

Primary Healthcare Provision

- 10.16 Primary healthcare services are generally regarded as frontline services to treat illness and injury, including mental illness. They are often the first point of contact with the NHS and are delivered by a range of independent contractors including general practitioners (GPs), opticians, pharmacists, optometrists, speech and other therapists, community nurses, health visitors and community midwives and dentists.
- 10.17 Primary care services will play an increasingly important role under the Government's aims to transform healthcare. Greater capacity in primary care will be required, to help patients manage their health closer to home, and reduce demands on emergency services.

General Practitioners

Current Provision

- 10.18 The NWS CCG area is divided into localities, one of which is the Woking Locality, comprising of 15 general practices – this includes Chobham and West End Medical Practice which lies outside the Borough. Within the Borough itself are 14 general practices, accommodating 75 GPs, with 121,024 patients on their registers. When considering the proportion of GPs who are contracted to work full-time equivalent hours, the number of GPs drops to 55. Table 14 below sets out the number of GPs at each practice, and practice sizes, as of Spring 2017. The location of each is shown below on map 9.

Table 14: General Practices in Woking (2017)

Surgery	Practice Code	TOTAL GP Headcount	TOTAL GP FTE ³⁹	No. of registered patients ⁴⁰	Average no. patients per GP
Greenfield Surgery, 177 High Street, Old Woking GU22 9JH	H81664	2	0.78	2105	2699
College Road Surgery, 4-6 College Road, Woking GU22 8BT	H81641	2	0.6	3355	5592
Heathcot Medical Practice, York House Medical Centre (main surgery), Woking GU22 7XL (includes Knaphill Branch, The Vyne, GU21 2DN; and Brewery Road Surgery, Horsell, GU21 4NA)	H81032	9	7.11	18619	2619
Hillview Medical Practice, Heathside Road, Woking GU22 7QP (branch surgery at Goldsworth Park Health	H81061	6	5.05	13672	2707

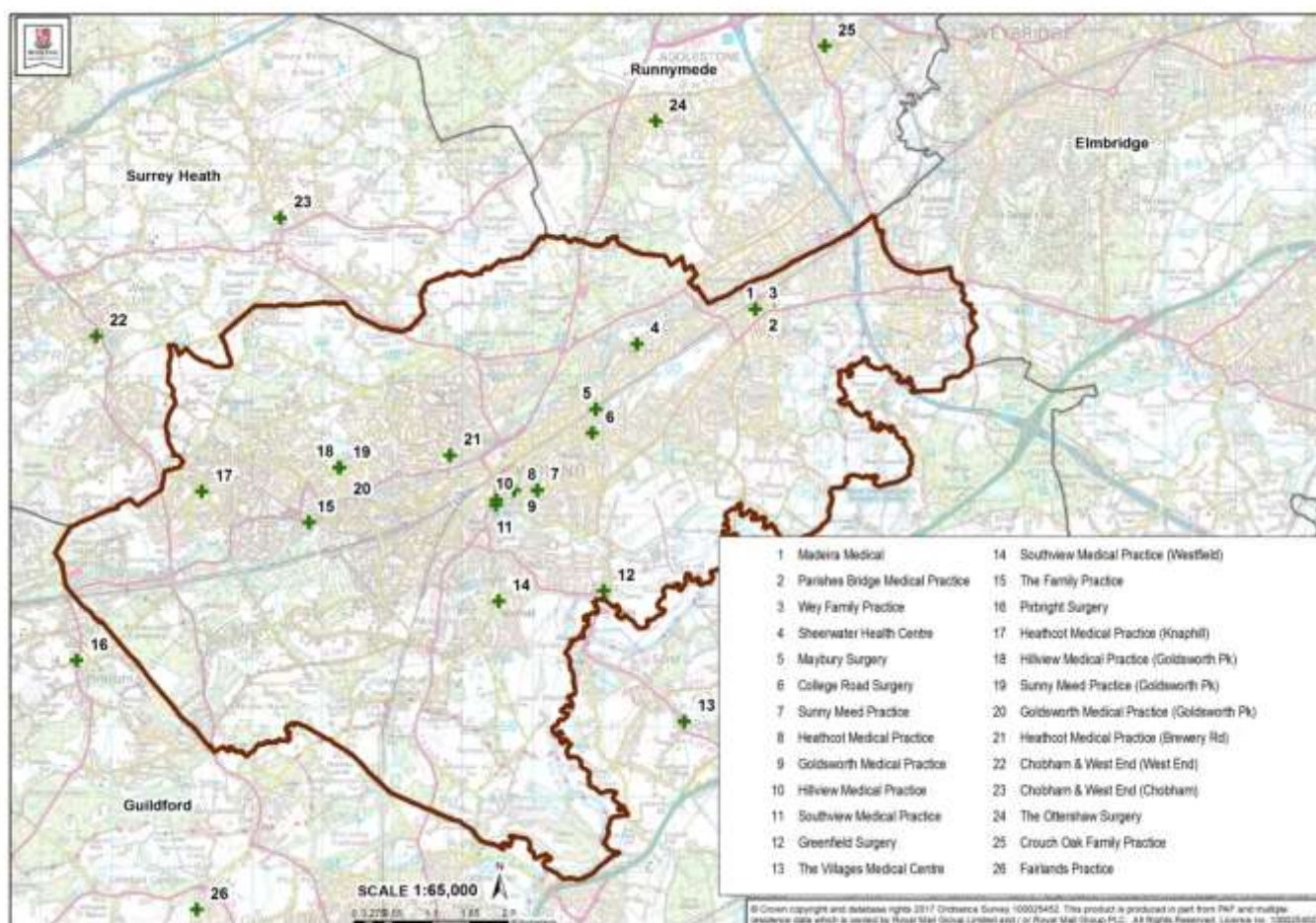
³⁹ Extracted from NHS Digital Data 'General and Personal Medical Services, England, March 2017' (May 2017)

⁴⁰ Extracted from NHS Digital data available on NHS Choices website, accurate as on May 2017

Centre, Denon Way GU21 3LQ)					
Maybury Surgery, Alpha Road, Woking GU22 8HF	H81643	1	1	2308	2308
Parishes Bridge Medical Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	H81036	7	5.23	10698	2046
Pirbright Surgery, The Old Vicarage, The Green, Pirbright GU24 0JE	H81129	3	2.44	3722	1525
Sheerwater Health Centre, Devonshire Avenue, Woking GU21 5QJ	H81123	3	2.07	3208	1550
Southview Medical Practice (includes Southview Surgery, Guildford Road, GU22 7RR; and Westfield Surgery, Holmes Close, Westfield, GU22 9LU)	H81041	7	4.9	9996	2040
The Family Practice, St John's Health Centre, Hermitage Road, Woking GU21 8TD	H81025	8	6.14	12153	1979
Sunny Mead Surgery, 15/17 Heathside Road, Woking GU22 7EY (includes Goldsworth Park Health Centre branch surgery, Denton Way, GU21 3LQ)	H81019	8	6.11	9524	1559
Wey Family Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	H81050	6	4.23	10435	2467
Madeira Medical (formerly Dr Lynch & Partners), West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DJH	H81034	7	5.23	8668	1657
Goldsworth Medical Practice, York House Medical Centre, Heathside Road, Woking GU22 7XL (main surgery; branch surgery at Goldsworth Park Health Centre, Denton Way GU21 3LQ)	H81024	6	4.12	12561	3049
TOTAL		75	55	121,024	2200

10.19 It can be seen that the total number of patients registered is greater than Woking's resident population (estimated to be 99,695). This suggests that some patients

registered within Woking live outside of the Borough. Some patients may move outside of the Borough but remain registered with the same GP. It is also the case that GP catchments in Woking extend past the local authority administrative boundary. Equally, residents within the Borough may register at nearby general practices outside of the boundary, such as at Fairlands Medical Centre in Worplesdon, and Chobham and West End Medical Practice.



Map 9: General Practices in and around Woking (2017)

- 10.20 Due to recent changes to data sources, statistics on GP numbers cannot be easily compared with earlier years. It is possible to assess the current situation, however, caution should be exercised in interpreting these figures as they may not be representative of the total number of GPs: as well as permanent doctors, surgeries may host doctors training to become GPs (Registrars) who spend a year or 4 months at the surgery gaining experience in primary care work. They are all qualified doctors who have had a number of years working in hospital. There may also be Retainers and Locums working at a general practice who have not been incorporated in the total figures: due to the short term nature of locum work it is likely that some GP Locums working within general practice were not recorded. GP Locums fulfil an invaluable role in the GP workforce, ensuring that services are still provide to patients when there are gaps in the service, but there is no official measure of their numbers in the workforce.

- 10.21 Although list sizes vary widely, the average practice list size in the Borough is 8,645, which is above the national average of 7,685⁴¹, but similar to the average list size of practices across the whole Surrey Heartlands area. Data shows that the average list size for general practices within NHS North West Surrey CCG has been gradually increasing since 2013 – comparable with other neighbouring CCGs – reflecting a move towards larger practices. See table 15 below:

CCG Name	2013	2014	2015	March 2016
NHS North West Surrey	8410	8562	8696	8704
NHS Guildford and Waverley	10,317	10,477	10,503	10,547
NHS Surrey Heath	10,246	10,367	10,529	11,858

Table 15: Average List Size for General Practices. Source: Patients Per Practice CCG Level 2013-2016, NHS Digital (2016)

- 10.22 The latest Surrey Infrastructure Study (2017) reveals that in general, provision of GP services across Surrey is poor, with around 1GP per 1,994 patients. This is among the highest in England - on average there are 1,364 patients per GP across England. The data in Table 15 above suggests that there are, on average, 2,200 patients per GP in Woking which is significantly higher than the national average, and above the British Medical Association (BMA) benchmark for GP provision (around 1 GP per 1,800 patients). The number of patients per FTE GP has been calculated by summing the registered patients for all the GP practices in the Borough and dividing this number by the total number of FTE GPs in the Borough.
- 10.23 These findings reflect assessments of national data, which demonstrate the areas with the highest number of patients per GP are concentrated mainly in parts of Greater London, the South East, the North West and the East Midlands. The Surrey Infrastructure Study also found a lack of capacity at certain practices, “notably in the growth area of Woking”.
- 10.24 To summarise, this would suggest that overall there is inadequate GP provision across the Borough. However, table 16 above does show local variations, where some areas are significantly under-provided (e.g. Maybury and Goldsworth Park) and some are sufficiently provided for (e.g. Brookwood and Sheerwater) against the standard. The findings also do not take into account the significant variation in usage of health facilities and services of sections of the community with differing levels of younger or older residents, or the varying health needs caused by factors such as deprivation and poverty.

Future Requirements

- 10.25 NHS England’s objectives for general practice include extending access for patients at evenings and weekends; practices increasingly operating at a larger scale and collaboratively; and using a broader skill mix. In April 2016, NHS England, alongside Health Education England and the Royal College of General Practitioners, published its *General Practice Forward View (GPFV)* which set out a range of intentions, including funding for pilots to test ‘new ways of working’. NHS England has also developed a ‘multispecialty community provider’ contract, which is designed to facilitate better collaboration across practices and services. This means that future general practice infrastructure requirements may differ to those of the past.

⁴¹ According to NHS Digital General and Personal Medical Services in England 2006-2016 Experimental Statistics, accessed at: <http://content.digital.nhs.uk/catalogue/PUB23693/nhs-staf-2006-2016-gene-prac-rep.pdf>

- 10.26 A key aim of the Government's GPFV is to develop more modernised infrastructure in general practice to improve and expand services for patients. Surrey Heartlands' STP reflects this, and by investing £30m in primary care services over the next five years, it aims to accelerate the move towards practices working together in 'hubs' or networks. This is because a combined patient population of at least 30,000-50,000 allows practices to share community nursing, mental health, and clinical pharmacy teams, expand diagnostic facilities, and pool responsibility for urgent care and extended access. This involves limiting the development of new GP practices through procurement, resulting in total footprint reductions, despite increasing demand.
- 10.27 To summarise, there are broadly two options to meet growing demand: extending/refurbishing/reconfiguring existing facilities to house a wider range of health staff including GPs, nurses and clinical pharmacists (the preferred option); or building entirely new health centres of a sustainable size, whilst closing unsuitable facilities.
- 10.28 At 2.49 average household size in the Borough (slightly higher than the national average of 2.4), and using the BMA's standard for GP provision (1 GP per 1,800 patients), this equates to a need for 1 GP per 723 new homes. Over the lifetime of the Core Strategy (to 2027), Woking forecasts the delivery of 4,964 net additional dwellings. Annual Monitoring Reports set out the net additional completions to 31 March 2017 totalling 1,789. The Council therefore needs to deliver 3,175 net additional dwellings from 2017-2027 to meet the Core Strategy target⁴². This equates to a need for approximately 4 additional GPs, although people do not have to be registered with a GP in the Borough where they live. The new population will be distributed across the Urban Area of the Borough, with the exception of Green Belt release(s) in the latter part of the Plan period. Although it is acknowledged that the size and type of new homes provided also play a role in assessing the need for primary care infrastructure, it is useful to map a broad overview of where need may be greatest.
- 10.29 The following maps illustrate where strategic housing developments are proposed in the Site Allocations DPD, and where there is potential for an increased list size and thus a requirement for additional clinical space at existing practices; or where entirely new general practice infrastructure may be required. One important factor is the level of deprivation in an area. In general, North West Surrey is a relatively very wealthy part of the UK but there are pockets of deprivation, including two LSOAs within Woking Borough: Maybury and Sheerwater and Goldsworth East. There should be sufficient local services in these areas that meet the (more complex) needs of the local populations.

⁴² Whilst this is the formal projected figure, it is considered to be a minimum figure, and the Council will continue to monitor delivery year on year and make a judgement periodically to determine if the Council is over or under-providing in line with estimated trajectories.



Map 10: GP requirements in North-east Woking

Sheerwater Regeneration

- 10.30 Sheerwater Health Centre currently has sufficient GP provision, but it will be subject to regeneration plans in the future (site reference UA32 in the draft Site Allocations DPD). The Sheerwater Regeneration proposal will see a net addition of 346 residential units, including 62 self-contained affordable assisted living units, and a new Health Centre, through phased development. The detailed design of the Health Centre will come forward as a reserved matters application at Phase 3 (anticipated to begin October 2019). The net increase in residential units, and resultant increase in registered patients, would imply that the existing GP provision would need to be improved upon in order to meet a growth in demand. WBC is consulting with the CCG on the best solution to achieve this.

West Byfleet, Byfleet and Pyrford Area

- 10.31 West Byfleet Health Centre contains three general practices, all of which appear heavily subscribed. The draft Site Allocations DPD allocates several strategic sites for residential/mixed-use development that will add to the patient roll at surgeries in the Health Centre, including:
- UA1: Byfleet Library – 12 dwellings
 - UA51: Land at Station Approach, including Sheer House – 91 dwellings
 - UA52: Camphill Club and Scout Hut – 28 dwellings
 - GB14: Land surrounding West Hall, Parvis Road – 555 units
 - GB15: Broadoaks, Parvis Road – 155 dwellings

- 10.32 It is therefore anticipated that there would be a significant growth in demand in this area of the Borough, which would warrant expanded capacity. WBC is liaising with the CCG to identify the best solution for the area.

Town Centre

- 10.33 The Core Strategy designates Woking Town Centre as a preferred location for high density residential development. Several sites have been identified in the draft Site Allocations DPD which, if developed, could add significantly to the patient roll at surgeries serving the Town Centre, including Heathcot Medical Practice (York House Surgery and Brewery Road Surgery), Goldsworth Medical Practice, Southview Medical Practice, Hillview Medical Practice, and Sunny Mead Practice.
- 10.34 The Victoria Square development alone will deliver 392 residential apartments, and as such, the proposal includes a 473sq.m unit identified as a possible medical centre, but for which a flexible consent has been granted to include a range of town centre, office and leisure uses. WBC is liaising with the CCG to identify the best solution for future primary healthcare provision in this area.



Map 11: GP requirements in Woking Town Centre

Egley Road and Surrounding Area

- 10.35 The draft Site Allocations DPD allocates the following sites in the south-west of the Borough, around Egley Road, which, if developed, could increase the patient roll of Southview Medical Practice, Westfield Surgery:
- UA53: Woking Football Club – 110 units;

- UA28 & UA29: Barnsbury Farm Estate – 67 units;
- GB8: Nursery land adjacent to Egley Road – 188 units.

- 10.36 The Council is in contact with the CCG to discuss existing capacity and whether it is likely to need extended or additional primary health infrastructure to accommodate this growth.
- 10.37 NHS England advises that it is more cost effective and easier to deliver extensions to existing primary health centres than to commission and build a new one, so it may be more suitable for existing surgeries near to proposed sites to expand, than for totally new provision. Securing funding from NHS England for feasibility and design work, as well as for the land purchase and construction costs for new primary care facilities is complex and drawn-out process. The process of bidding for funding from NHS England, which requires multiple bidding rounds increases uncertainty of delivery and timing of provision of new facilities.
- 10.38 NHS England advises that they would prefer to have land contributed by developers of major sites, ideally with a new building provided. This is considered to be more useful than simply receiving a financial contribution (except where extensions to existing buildings are required) or revenue funding. There is a time-lag of about four years from a newly constructed home first being occupied, to the relevant CCG receiving its funding for those new patients registering with them.

Pharmacies

- 10.39 From 1 April 2013, Health and Wellbeing Boards (HWB) have a statutory responsibility to publish and keep up to date the Pharmaceutical Needs Assessment (PNA). The PNA provides a statement of need for pharmaceutical services for the population of the area covered by that HWB. The latest PNA covers the period to 31 March 2021.
- 10.40 The PNA provides a breakdown of pharmaceutical services by CCG rather than by borough. The North West Surrey CCG has 65 community pharmacies and 2 internet/distance selling pharmacies (both of the latter are located in Woking). There are 19 pharmacies per 100,000 population, which is the highest ratio in Surrey County (which has an average of 18), and similar to the national average (21). The latest consultation draft Pharmaceutical Needs Assessment⁴³ concluded that there is no gap in necessary service provision in Surrey as a whole.
- 10.41 The drive time maps indicate that all areas of Woking have good access to community pharmacies or dispensing general practices: all areas are within one-five miles of a pharmacy open on a weekday; and weekday evenings; and at weekends. Access to essential services is likely to improve further via the growing availability of internet pharmacies and the willingness of some pharmacies to deliver prescription medicines.
- 10.42 The PNA Steering Group takes the stance that planned development of population 4,000-5,000 or around 2,000 homes is indicative of a need for additional pharmacy provision and should therefore be included in the PNA. This would suggest that the delivery of an estimated 3,175 net additional dwellings in Woking to 2027 (as per Core Strategy targets, deducting delivery to date) would stimulate a need for additional pharmacy provision. The Steering Group will review actual increases in population and the implications of any increases on an annual basis, and publish their findings in a PNA supplementary statement. WBC will continue to provide housing trajectories when requested, to assist with this work.

⁴³ Surrey Pharmaceutical Needs Assessment, April 2018 (Consultation Draft)

Dentists

- 10.43 NHS dental services are provided in primary care and community settings, and in hospitals for more specialised care. NHS England directly commissions all dental services for the NHS. Dentists working in general dental practices are not NHS employees. They are independent providers from whom the NHS commissions services. They are responsible for the management of their practices, and commonly offer both NHS-funded and private services.
- 10.44 There are currently 27 dental clinics in Woking, all offering private services, and 13 of which offering a hybrid of private and NHS-funded treatment (in some cases, for children only). There is a cluster of services in and around Woking Town Centre, and at least one clinic serving most other areas of the Borough. Gaps in provision appear in the more rural areas of Heathlands, Pyrford and Horsell Wards (although clinics outside the Borough, such as in Ripley, contribute to meeting needs of the residents living in these areas).
- 10.45 The reimbursement framework for dentists under the current contract terms provides a single income stream for an agreed volume of NHS work. The single rolled up payment makes it hard to strategically plan dental infrastructure outside of the NHS. For a commercial dentist the choice of premises may be as much guided by the potential residual value of the property as its suitability for a wide patient group. Location may be more influenced by the likelihood of a good private income as meeting an unmet health need. This has led to many independent dental practices being in hard-to-access premises, for example converted domestic homes or above retail units.
- 10.46 There is no information available about the available spare capacity within dental surgeries in Woking currently, as dental surgeries are not required to publish data in the same way that GP practices are. As such, there is no information on full-time equivalent dentists, or the number of patients dentists have registered to them.
- 10.47 Population growth is likely to place additional pressure on existing dental services in Woking to 2027. The latest Surrey Infrastructure Study has analysed MY NHS 2015 data and estimated a need for an additional four dentists to serve population growth in Woking between 2015-2030.
- 10.48 There are no known plans for new dental surgeries to 2027. However, a Surrey and Sussex Dental Local Professional Network has been established to promote a strategic, clinically informed approach to the planning and delivery of dental services that reflects the needs of local populations. The Council continues to engage with the North West Surrey CCG regarding any commissioning decisions.

Funding and Delivery

- 10.49 The Council will continue to work with relevant primary healthcare organisations and bodies, including NWS CCG and SCC Health and Wellbeing Board, to identify and respond to existing and future patients' needs and help to assess which areas need additional or improved primary care services. This could potentially feed into the CCG's Estates Workstream, and inform the development of their Estates Master Plan. As development proposals become more certain, the Council anticipates further input from NWS CCG and from the GP practices that would be impacted by the planned housing development.

- 10.50 The CCGs and NHS England receive direct funding for commissioning from the Government. In some instances, they may also be recipients of developer contributions or other sources of local funding. Surrey County Council has estimated, within the Surrey Infrastructure Study, that a portion of CIL income could contribute towards local primary healthcare projects. Primary healthcare infrastructure requirements were not included as part of Woking Borough Council's funding gap work and therefore do not currently feature on its CIL Regulations 123 List.
- 10.51 The Council recognises the importance of maintaining a dialogue with NWS CCG to determine whether there is justification to use CIL income to deliver healthcare infrastructure and to see how best future reviews of the CIL Charging Schedule could accommodate their needs, in particular, those elements of their requirements that can be defined as infrastructure in accordance with the Planning Act 2008.

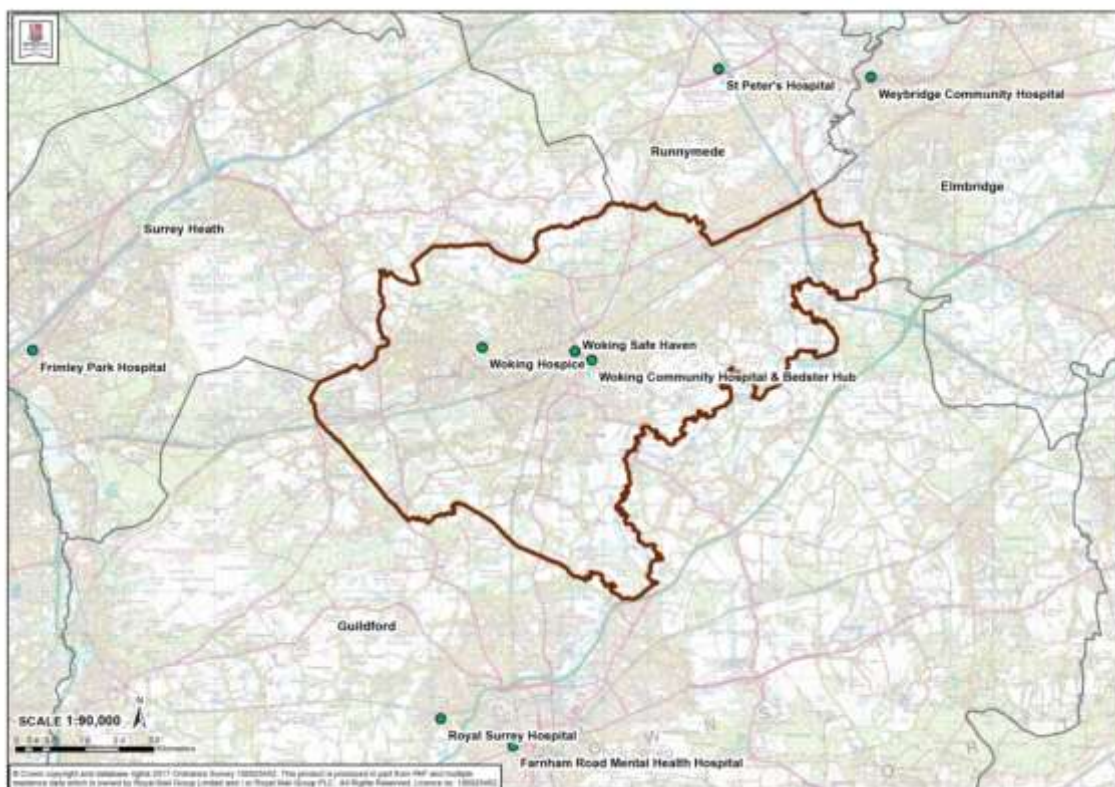
Integrating Care Locally – Other Services

Hospitals and Mental Health

- 10.52 The majority of local hospital services are commissioned by the NWS CCG, but managed by NHS trusts. Ashford and St Peter's Hospitals NHS Trust is the main provider of acute NHS hospital services for people in North West Surrey, including those in Woking.
- 10.53 Serving a population of over 410,000 people, the Trust operates in two acute hospital sites – Ashford Hospital, which focuses on outpatient, elective services and planned care; and St Peter's Hospital in Chertsey, which delivers urgent care, including A&E, maternity, intensive care and other specialist services. Woking Borough residents may also use hospital services from Royal Surrey County Hospital NHS Foundation Trust, Frimley Health NHS Foundation Trust, St George's Healthcare NHS Trust, and local independent sector hospitals. The Trust also runs specialist clinics in the community, for example in Woking Community Hospital, providing more accessible care, closer to where patients live. Map 12 shows the locations of hospitals and other community health infrastructure in and around Woking Borough.
- 10.54 In 2015/16, Ashford and St Peter's Hospitals NHS Trust saw 25,000 emergency admissions, 96,000 people at its A&E department, 414,000 people treated in its outpatient clinics, 4,000 babies delivered and a turnover of £268m. The Trust is currently facing considerable pressure on space in its hospitals, including in A&E, in critical care, in endoscopy and potentially in terms of overall ward space.
- 10.55 Mental illness accounts for 23% of the total burden of disease, and is estimated to cost the economy £105bn a year – roughly the cost of the entire NHS⁴⁴. National data shows there is a considerably higher prevalence of mental health problems among the population than those diagnosed or receiving treatment, potentially due to the stigma that can make it harder for people to seek help from services.
- 10.56 Although overall common mental health needs in Surrey are relatively low compared to England, there are an estimated 212,000 people aged over 16 with 1 or more psychiatric conditions in Surrey, and it is estimated that 7% of 5-15 year olds in Surrey have a mental health disorder⁴⁵. Factors that increase the risk of mental health problems include deprivation, unemployment, social isolation/exclusion, financial difficulty, poor housing, homelessness, residential care, and fear of crime.

⁴⁴ NHS England 2016/17 Business Plan

⁴⁵ Surrey Joint Strategic Needs Assessment, accessed March 2017



Map 12: Hospitals and Community Health Infrastructure in and around Woking

- 10.57 The Health and Wellbeing Task Group of the Woking's Joint Committee seeks to develop, monitor and review a local plan for improving outcomes for health and wellbeing in Woking, within the framework of the Countywide Health and Wellbeing Strategy. Surrey's Joint Strategy Needs Assessment recognises that there are pockets of deprivation in the Borough, where risk of poor mental health is increased, referencing Maybury and Sheerwater and Goldsworth East. In the 2011 iteration of this IDP, the mental health indicator (for adults under 60 suffering mood and anxiety disorders) showed that Maybury and Sheerwater had the second poorest overall scoring in Surrey. The latest IMD Mental Health Indicator (2015) suggests this has improved, as Maybury and Sheerwater ward do not feature in the top thirty wards in Surrey. However, Kingfield and Westfield and Maybury and Sheerwater wards score poorly in relation to the rest of the Borough.
- 10.58 Surrey and Borders Partnership NHS Foundation Trust (SABP) is the leading provider of specialist mental health and learning disability services for people of all ages in West Surrey. The Trust delivers care across 140 services within community settings, hospitals and residential homes to enable people to receive care as close to home as possible. The Trust serves a population of around 1.3 million people. Services include:
- Children and young people's learning disabilities
 - Adult learning disabilities
 - Adult autism and ADHD
 - Improving access to psychological therapies
 - Children and young people's mental health
 - Working age adult mental health
 - Older people's mental health
 - Forensic mental health
 - Eating disorders
 - Drug and alcohol.

Woking Community Hospital

- 10.59 CSH Surrey Ltd is a co-owned (by local nurses and therapists), social enterprise organisation providing therapy and community nursing services to 290,000 residents of mid-Surrey. In addition to home-based services such as district nursing, CSH Surrey also provides services in other community settings, including within its four Community Hospitals – one of which is Woking Community Hospital.
- 10.60 Woking Community Hospital is located on Heathside Crescent, in the south of the town centre. It operates as a Walk-in Centre and has a Minor Injuries Unit. The hospital also provides the following healthcare services:
- Assessment and Rehabilitation Wards
 - Audiology
 - Bedser Hub
 - Bradley Unit Neurorehabilitation Service
 - Contraceptive Services
 - Ophthalmology
 - Outpatients Department
 - Physiotherapy
 - Podiatry
 - X-ray
- 10.61 The Friends of Woking Community Hospital report that there were over 110,000 recorded patient visits to the hospital in 2016.
- 10.62 An example of the type of infrastructure which represents North West Surrey's new model of care is the Bedster Hub, opened in December 2015. The Hub is a physical building which sits alongside Woking Community Hospital, developed using funds donated by The Friends of Woking Community Hospital. It offers a fully integrated GP-led, multidisciplinary 'one-stop-shop' service for the frail elderly in the community. Patients meeting the requisite criteria are referred directly by their GP to the Hub, where they are then able to access care from all the relevant services following an initial assessment. Emergency admissions at hospital for the over 75s in Woking are subsequently reducing, tracking 4% below neighbouring localities.
- 10.63 The number of patients attending the Hub has gradually increased since it opened, to approximately 1,500 in 2016. Other hubs are planned at Ashford Hospital and Weybridge Community Hospital. The locality hubs are considered to be fundamental in delivering NWS CCG's strategy to improve care for Surrey's older population, and has been selected as one of only four UK-wide development sites for the latest phase of the Royal College of Physicians 'Future Hospitals Programme'.

Woking Hospice

- 10.64 In 2014 the decision was made to merge Woking and Sam Beare Hospices, previously located in Hillview Road and within Weybridge Hospital respectively, into a new state-of-the-art facility in Goldsworth Park, Woking. In 2017, the new hospice opened, and patients have now been transferred to the new 20-bed in-patient unit.
- 10.65 The new hospice also acts as an administrative base for the Woking Community Team and has a Wellbeing Centre, from which a Day Unit operates. Patients who are able to live at home but need additional help are referred to the Unit by their GP, which offers medical assessments and treatments, complimentary therapies, physiotherapy, occupational therapy and wellness activities.

- 10.66 In addition, the hospice provides a home-based palliative care service through community nurses. The Weybridge-based Community Team will now be relocated to an alternative space from which the Clinical Nurse Specialists, Doctors, Counsellors, Occupational Therapists and Physiotherapists can operate.
- 10.67 In the year to March 2016, the hospice cared for over 1,400 patients over the age of 18, living with any life-limiting illness and requiring specialist palliative care. In the past, hospice care focussed primarily on patients with cancer. Today, the hospice can care for patients with other life-limited illnesses, which in the year to March 2016 accounted for 28% of patients. The community team delivers over 70% of the care provided by the hospice. During the year there were over 400 individual patients stays in the inpatient units. The average length of stay is between two to three weeks.
- 10.68 The previous hospice did not have capacity to meet growing demand on its services, but the new hospice will allow a robust palliative care service to be delivered to meet the needs of future generations of patients residing throughout North West Surrey.

Future Requirements

- 10.69 According to Ashford and St Peter's Hospital NHS Trust Annual Report, demand for services is estimated to increase by 2.4% during 2016/17. The Trust's Annual Operational Plan for 2016/17 sets out actions to ensure there will be sufficient capacity to deal with growth in demand. These plans have been devised to be consistent with national objectives in the NHS Five-Year Forward View, and the local objectives in the Surrey Heartlands STP. A key challenge is to continue to deliver a high quality of care for patients, whilst underlying demand for services increases and funding is decreasing in real terms.
- 10.70 The Surrey Infrastructure Study (2017) has used existing best practice standards against population growth forecasts to gain a broad-brush understanding of NHS hospital capacity and theoretical future need. For Woking, a need of an additional 13 acute hospital beds and 3 mental health beds was calculated to meet increased demands for services.
- 10.71 However, transformational change in the health service makes it difficult to use current benchmarks to plan for future infrastructure needs, and casts doubt over these projections. For example, the General Practice Forward View commits funds for investment in the modernisation of buildings and technology in primary care and to house diagnostic equipment enabling a greater range of treatments, including minor surgery. It also sets out how by 2020/21, 3,000 new mental health therapists will be co-located in primary and community care, providing increased access to psychological therapies.
- 10.72 Initiatives such as these, which move services out of the hospital and integrate them with primary and community care, are intended to reduce demand on hospital and mental health services. CCGs are being asked to increase spending on mental health services by at least as much as the overall increase in their budgets, with particular focus on transforming services locally for children and young people.
- 10.73 An example of an innovative new partnership crisis service is the Safe Haven programme, which aims to provide accessible alternative care and support pathways for people in mental health crisis and their carers, that focus on preventing crises before they happen. There are five Safe Havens across Surrey, including Woking's Safe Haven at The Prop, 30 Goldsworth Road, run by NWS CCG, SABP, and The CornerHouse charity. The Safe Havens are experiencing high levels of activity since they opened (over 4,000

visits from November 2015-July 2016, translating to £1.2m of potential estimated costs avoided in A&E and psychiatric liaison service resources).

- 10.74 It is therefore likely, as outlined above, that local infrastructure delivery plans should focus on modernisation and expansion of primary care and community services to meet growing demand stemming from this period of transformation. Community health service infrastructure, such as community hospitals, locality hubs, safe havens and walk-in centres will be fundamental in the delivery of this transformation.
- 10.75 SABP's property strategy focuses on three main areas:
- the provision of new community hubs;
 - upgrading existing inpatient facilities;
 - a programme of updates to environments across the estate.
- No further community hubs are planned in Woking Borough, but Woking residents may benefit from the delivery of community services from new premises in Runnymede and Spelthorne. The community hubs programme has enabled SABP to vacate four buildings since April 2016 and the two new hubs will enable a further eight to be vacated, including a number of buildings on the St Peter's Hospital site in Chertsey. These moves will facilitate a major land disposal, which will release capital for investment in SABP's inpatient facilities, as well as providing housing land.
- 10.76 SABP is in the process of planning a second mental health hospital in Surrey. They are carrying out feasibility studies that will identify possible sites for the new hospitals in North West and East Surrey.
- 10.77 New contract agreements and partnerships will also support the delivery of out-of-hospital and primary care transformation, including:
- CHS Surrey selected as the preferred provider of adult community health services across North West Surrey as of April 2017 (replacing Virgin Care); and
 - The new partnership between Surrey CCGs, SCC and NHS England to jointly procure children's community health services under 'Children and Family Health Surrey' as of 1 April 2017. They provide Surrey-wide community health services that include health visiting, school-age nursing and immunisations, therapies (dietetics, speech and language therapy, occupational therapy and physiotherapy), emotional wellbeing services and specialist health services for children with additional medical, physical and learning disability needs.
- 10.78 These new providers anticipate a "sea-change" in the provision of services for children, young people and families by bringing together physical and mental health care for the first time in Surrey. In parallel to this, the Surrey Heartlands STP has established the process and timelines for transformation of system architecture across the acute, community and primary care systems, for both physical and mental health, and the Council will assess implications on the built environment and local infrastructure once these plans progress further.
- 10.79 In terms of addressing the wider determinants of mental illness through local planning policy, the JSNA recommendations for commissioning indicate that Boroughs should improve the range and suitability of accommodation, with care and support options for people with mental health needs. The Council is aware that more housing support is needed to enable people to live independently, particularly floating support for those with low level support needs and 'move on' accommodation for those who are leaving accommodation with high levels of support who need to develop independent living skills. Please refer to section 11 of the IDP for more information on supported accommodation.

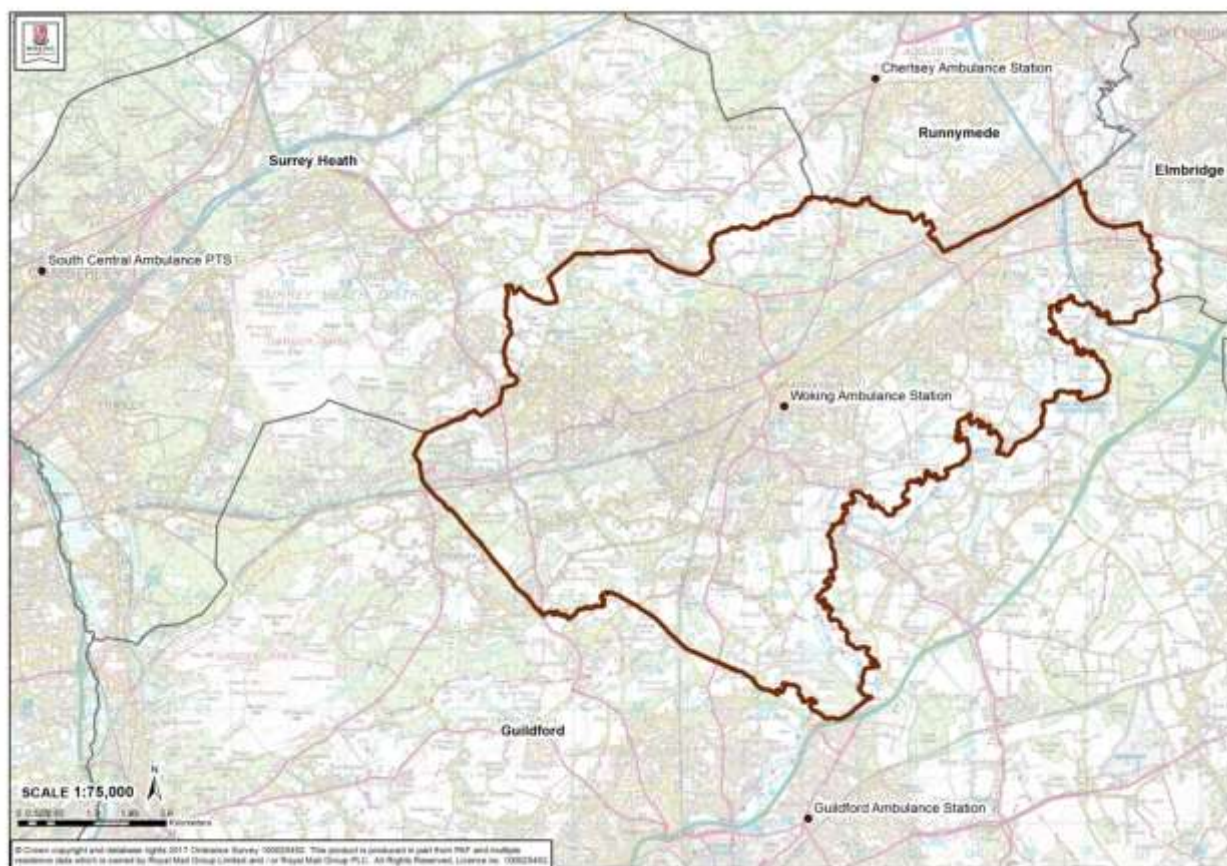
- 10.80 The JSNA also recommends that planners and communities increase green spaces, especially in areas of deprivation, inequalities and higher incidence of mental health problems. The Core Strategy in parallel with Natural Woking seeks to deliver and increase/improvement in green spaces across the Borough. Please refer to Section 15 of this report for more information on green infrastructure.
- 10.81 There are conflicts between the principles of place making in the planning system and the mechanisms for commissioning and providing healthcare services. Forecasting future need is not as simple as the cause and effect of increased population on services and facilities – healthcare providers (e.g. hospital trusts) compete for delivery of services, which has significant spatial implications. In addition, there is increasing commercial sensitivity around the identification of sites for future healthcare requirements.
- 10.82 In March 2017, Ashford and St Peter's Hospital Foundation Trust and Surrey and Borders Partnership NHS Foundation Trust published their proposals for the redevelopment of surplus land on the St Peter's Healthcare campus in Chertsey (see figure 13). The proposals include:
- 297 open-market homes consisting of a retirement village and a mix of apartments, and houses;
 - Around 60 new affordable homes, primarily for NHS staff;
 - A new, separate access road from Holloway Hill to the north west;
 - A new village green;
 - Redeveloping housing on the eastern part of the campus to provide 72 modern affordable apartments, primarily for NHS staff; and
 - Options for accommodating parking on and off-site for around 250 spaces.
- 10.83 The west site would then be sold in order to fund improved local healthcare facilities, including urgent and emergency care facilities and assessment units, mental health facilities and community services, and The capital raised will fund future projects to improve hospital and community services, and upgraded staff accommodation. However, a range of community mental health services will have to be relocated in the local vicinity to make way for redevelopment.



Figure 13: Indicative Proposals for St Peter's Healthcare Campus Consultation, April 2017

Ambulance and Patient Transport Services

- 10.84 Serving 4.7m people over Kent, Medway, Surrey, Sussex and North East Hampshire, various services are provided by the South East Coast Ambulance Service NHS Foundation Trust (SECAmb), including:
- receiving and responding to 999 calls from members of the public;
 - responding to urgent calls from healthcare professionals e.g. GPs;
 - receiving and responding to NHS 111 calls from the public.
- 10.85 In 2016/17 SECAmb dealt with 747,594 emergency and routine incidents. This is projected to increase to 773,481 incidents in 2018/19. The Emergency Operations centre received 929,822 emergency calls in 2014-15, up by 7.24% compared to the previous year.
- 10.86 Independent private ambulance services also operate to provide support to the surrounding NHS Ambulance Trusts, such as Surrey Ambulance Service, British Red Cross and St John's Ambulance Services. SECAmb uses the services of private ambulance providers in the same way that other organisations use bank/agency staff, and in 2016/17 accounted for 10.6% of all resources, a reduction of 20% to the previous year.
- 10.87 Since 1 April 2014, NWS CCG has been the lead commissioner for ambulance, patient transport and NHS 111 contracts on behalf of all Surrey CCGs. The commissioners are responsible for agreeing strategic plans, priorities and funding of ambulance services, and managing the performance of ambulance services against the contract and wider strategies.
- 10.88 From 1 April 2017, South Central Ambulance Service NHS Foundation Trust will run Surrey's Patient Transport Service as part of a five year contract. NHS Patient Transport Services (PTS) are available to patients whose medical condition is such as they require the skills and support of PTS staff on/after their journey to hospital, or where it would be detrimental to the patient's condition or recovery to travel by other means. Funded by the NWS CCG, PTS is non-urgent, planned transport to, from and in-between NHS hospitals/healthcare providers. Existing ambulance and patient transport services are shown in map 13 below (excluding private operators).
- 10.89 Previously run by SECAmb, around 1,500 journeys each day in 2015/16 were carried out to over 70 different locations where patients, with a range of differing mobility, receive their treatment. The six CCGs expect the new provider to improve waiting times from booking to pick-up; provide timely communication to patients; and ensure vehicles have the latest tracking technology and patient comforts.



Map 13: Ambulance and Patient Transport Services (Public providers)

Future Requirements

- 10.90 The majority of SECamb Service's budget comes as a result of a contract with the CCG (totalling £201.6m in the 2015/16 financial year) with the remainder coming from a number of other NHS and non-NHS sources. In 2016/17 the Trust faced a deficit of £7.1m as a result of a gap in funding and investment required to address concerns raised by the Care Quality Commission (CQC). This funding gap is, at the time of writing, likely to remain as the commissioner's project a 3.1% growth in Surrey, whereas the Trust believes activity will grow at an average of 4.7% across the region.
- 10.91 A detailed Long Term Financial Model is being prepared to explore means of meeting operational performance requirements within the current funding arrangement. The capital plan may need to be reprioritised to support digital, fleet and estates in a different way to deliver the Trusts Five-Year Strategic Plan within its financial means.
- 10.92 In summary, demand for ambulance services continues to grow rapidly, whilst available resources are constrained by financial pressures. Contributing factors to this rising demand may include: increasing numbers of elderly patients with multiple conditions; an increasing number of alcohol- and mental health-driven issues; the availability of primary care services in the community and how patients seek help. Increasing funding for urgent and emergency activity has not matched rising demand, and future settlements are likely to be tougher.
- 10.93 In the financial year 2015/16 the SECamb failed to deliver its operational and performance targets to both 999 and 111, as well as seeing Patient Transport Service performance falling below the expected standards. In May 2016 it was inspected by the

CQC and was rated inadequate. During 2016/17, the Trust prepared a Unified Recovery Plan to address these inadequacies.

- 10.94 The Unified Recovery Plan is made up of a significant number of actions designed to amongst other things address capacity and demand. SECamb is building their internal resilience and planning is taking place to address the increasing demand being seen currently, and projected in 2017-18.
- 10.95 In parallel, the Government's Ambulance Response Programme is being rolled out to every ambulance service in England which will see new standards being implemented by winter 2017, with the aim of making a more effective service. The Government and CCGs are aiming to reduce pressure on A&E departments and to provide alternative ways of delivering urgent care. SECamb's transition to a more localised service delivery model, and a more skilled ambulance workforce, will allow the Trust to deliver more treatment to patients both within primary care settings and at home.
- 10.96 A key enabler to deliver this transitional service is SECamb's estates strategy, which will be revised in the light of the newly adopted overarching Five Year Strategic Plan 2017-2022. It will describe the organisations' approach to estates development, modernisation, optimisation and carbon reduction. SECamb is working with Surrey Heartlands to ensure alignment between their strategies – the Surrey Heartlands Estate Master Plan is currently being developed.
- 10.97 Until these strategies are finalised, it is difficult to assess implications for local infrastructure delivery. There are, however, some indications that the existing infrastructure is set to change. In a quest for the provision of more consistent central support functions, and to replace estate which is no longer fit for purpose, a new Headquarters and Emergency Operations Centre (EOC) opened in Crawley in February 2017. This replaced the Banstead and Lewes EOC, and an alternative site to Coxheath EOC will be found in Kent for the new EOC East. EOC will then be run as a single service across two sites.
- 10.98 In addition, the Trust has a rolling programme to move all of its station estate to the central-reporting 'Make Ready' system. Make Ready Centres are where specially-trained Make Ready Operatives carry out vehicle preparation before each shift. Staff begin and end their shifts at the Make Ready Centres before being sent to 'Ambulance Community Response Posts' (ACRPs) from which they will respond to 999 emergencies during their shift. Each Make Ready Centre is supported by a network of ACRPs positioned in places where as many patients can be reached as quickly as possible.
- 10.99 Some existing local ambulance stations may close as a result of these changes, although if the existing station is well located to meet current patient demand then the site could be used to locate an ACRP. Woking Borough has been directly affected by this programme. The ambulance station in Knaphill was not considered to be in the right location for patient demand, and closed at the end of 2016. This leaves one remaining ambulance station within the Borough at Woking Community Hospital.
- 10.100 The Trust has also been trialling the development of 'Community Paramedic Teams' working in collaboration with local GP surgeries. It sees teams of Paramedics and Specialist Paramedics undertaking some of the GP home visits on behalf of surgeries while also being responsible for most of the 999 emergency calls in the area. The needs of Woking residents may therefore be met through different emergency care pathways.
- 10.101 Solutions may be forthcoming through collaborative arrangements with, for example, with the Fire and Rescue Service. In a recent co-responding trial with SECamb, Fire Fighters

were trained as paramedics to respond to 999 calls. It is likely that the number of calls that the Fire Service responds to will increase, particularly with the closing of Knaphill Ambulance Station. At the time of writing, the Policing and Crime Bill is going through Parliament – the bill places a high-level duty on ambulance trusts to consider where they can collaborate with the police and fire services, but trusts are not required to enter into agreements they feel are not in their interests or those of the wider health service.

10.102 At present, there are no identified ambulance service infrastructure projects within Woking Borough. However, the Council will continue to seek to work with ambulance service providers in order to ensure that its land use requirements are taken account of throughout the lifetime of the Core Strategy.

11.0 Social and Community Infrastructure

11.1 The provision of adequate social and community infrastructure is essential because it has a direct bearing on the well-being of the people. Community facilities play an important role in the development of a sustainable community. They provide a place for people to meet and offer services that are essential for education, health and well-being; they support community cohesion and benefit the general quality of life of residents. The provision of community facilities is particularly important in view of our ageing population and reliance on third and faith sectors to provide services to the community.

11.2 For the purpose of this IDP, the definition of social and community facilities includes:

- Supported accommodation
- Community facilities (centres for the community, village and community halls)
- Youth provision,
- Indoor sports facilities,
- Public realm, and
- Public art.

Supported Accommodation

11.3 Supported housing can be described as any housing scheme where housing, support and sometimes care services are provided to help people live as independently as possible in the community. The provision of adequate supported accommodation is an important element of the Borough's social and community infrastructure, providing suitable and affordable homes for some of the most vulnerable members of the community.

11.4 The types of people in supported housing include:

- Older people with support needs;
- People at risk of or recovering from homelessness;
- People with learning disabilities;
- People with mental health problems;
- People with physical or sensory disabilities;
- People with drug or alcohol problems;
- People experiencing or at risk of domestic abuse;
- Vulnerable young people (such as care leavers or teenage parents);
- Ex-offenders;
- Vulnerable armed forces veterans; and
- Others (such as refugees with support needs).

11.5 Supported housing covers a range of accommodation and adapted properties including:

- Sheltered housing (also known as retirement housing) – where residents (usually over 55) have their own self-contained homes which are adapted for the needs of the elderly, and access either to an alarm service or warden/manager service. 'Managed' schemes usually have some shared or communal facilities.
- Extra care housing (ECH) - (sometimes called very sheltered housing) – where residents (usually the elderly) have their own self-contained homes but benefit from a wide range of extra facilities and services including provision of hot food and personal care, often provided by the facilities' care staff. In some instances nursing care can be provided, and some schemes are built in conjunction with a nursing home.
- Specialist supported accommodation - to support the needs of various groups requiring support services.

- 'Move on' accommodation - for those with support needs who need to develop independent living skills.
 - 'Adapted accommodation' - to provide for the needs of those with disabilities.
- The glossary at Appendix 3 contains detailed definitions of the terms used in this section, under the entry 'Older People's Accommodation'.

- 11.6 In addition to supported accommodation, a variety of housing related support services are available to provide a range of domiciliary care or floating support (which provides personal care or other support services). Personal care is needs assessed by adult social services for people over the age of 18 with learning, physical disability, sight or hearing loss. Various funding streams can be accessed to provide support services including the Disabled Facilities Grant (DFG) allocations for help funding the cost of adaptations to homes, and targeted funding support from SCC for those adults with eligible needs (see Funding section below).
- 11.7 In addition to the supported accommodation set out above, short stay accommodation is also available in the form of respite accommodation, rehabilitation/re-enablement accommodation, residential/nursing care homes and adult placements with another family.

Evidence base

- Surrey County Council Accommodation with Care and Support Strategy 2015
- North West Surrey CCG Area Integrated Commissioning Statement: Accommodation with Care and Support – Older People (2015-2025)
- West Surrey Strategic Housing Market Assessment 2015
- Woking Housing Strategy 2011-2016
- Joint Strategic Needs Assessment (updated continuously)
- DCLG and DWP Funding Supported Housing: Policy Statement and Consultation (October 2017)

Responsibility for Care Provision

- 11.8 Whilst housing is a function of Woking Borough Council, the Care Act (2014) has introduced explicit references to housing as part of Surrey County Council's statutory duty to promote the integration of health and social care. The Care Act also highlights the importance of giving control to the individual for their care and support needs, and offering residents the right accommodation choices to meet their health and wellbeing needs.

Strategic Housing Market Assessment (2015) and Population Trends

- 11.9 The National Planning Policy Framework requires local planning authorities should plan for a mix of housing which takes account of the needs of different groups in the community. This includes, for example, the housing needs of older people and those with disabilities.
- 11.10 The latest SHMA has identified a number of issues specific to Woking:
- An estimated 8,143 households in Woking have one or more members of their household with a long-term health problem or disability (LTHPD): 20.6% of all households (this figure is 23.6% regionally, and 25.7% nationally);
 - Those people in the oldest age bands are more likely to have a LTHPD: 79.3% of those aged 85 and over in Woking have a LTHPD;

- It is estimated that the number of people with a LTHPD in West Surrey will increase by 38% by 2033, representing 36% of the total increase in overall population;
- The populations/households with a disability are likely to be relatively disadvantaged when compared to the rest of the population;
- Key challenge will be meeting the needs of an ageing population, with the number of people aged 65 and above expected to increase by 48% over 2013 to 2033 across the HMA, likely to result in a need for additional levels of care/support along with provision of specialist accommodation in both the market and affordable sectors;
- A need for 918 additional specialist home bedspaces for older people between 2013-2033 in Woking;
- A need for 393 care home bedspaces between 2013-2033 in Woking.
- A 123% increase in population aged over 85 from 2013-2033 across the HMA will lead to an increased number of people with some form of disability.
- Affordability pressures across the HMA are notable – there is an estimated annual need in Woking for 375 units of affordable homes, with a target of 26% intermediate and 74% social or affordable rented homes.

11.11 These demographic trends are a key driver for change and underpin the need for Surrey County Council and their partners to refresh and update their strategies for providing care to frail older people. Older people form the largest group receiving services from Adult Social Care, and the numbers in need are increasing, particularly among the 75+ age cohort.

Supporting People to Live Independently

11.12 Surrey County Council's Accommodation with Care and Support Strategy 2015 indicates a declining demand for residential care and a growing popularity of Extra Care housing and an increase in people being supported to live independently. Demand for nursing care in Surrey is projected to increase due to people living at home longer, and needing more intensive services later in life.

11.13 In addition to these trends, the way that social care is delivered in Surrey has changed and will continue to evolve in the foreseeable future. Working in partnership with its Clinical Commissioning Group colleagues, SCC's focus is on helping its residents stay independent for longer and to enable them to make their decisions on the care and support services they may need.

11.14 SCC needs to be able to offer residents the right accommodation options to meet their health and wellbeing needs in a way that supports them to live as independently as possible. Their strategy will look more creatively at how care and support can be integrated into accommodation to reduce the need for traditional care services for most residents: Extra Care housing, Assisted Living, Supported Living and Supported Housing are considered valuable housing options which can assist more vulnerable adults to live within their local community.

11.15 SCC do, however, emphasise that there is still a need for residential care homes and nursing homes which should not be overlooked.

Current Capacity and Provision

11.16 Woking Housing Strategy identified that in Woking there is an undersupply of supported housing schemes to meet the needs of single homeless people, rough sleepers, people

with alcohol problems and young single parents. This is reflected in the continued level of need for specialist housing recorded via the local Housing Register:

	2015	2016	2017
General needs	1101	959	1436
Sheltered and supported needs	126	134	129

- 11.17 The Strategy proposes a major review of sheltered and supported housing stock and how the supply of stock has been rationalised, with 492 units being made available to other priority groups including general needs. It is acknowledged that there is a mismatch between the supply of adapted accommodation and the needs of individual people with disabilities. There is high demand for the Disabled Facilities Grant and Discretionary Grants in the Borough.

Older People's Accommodation

- 11.18 Across Surrey, residential and nursing homes are provided for by a mixture of public and private organisations.

- 11.19 The Integrated Commissioning Statement for Accommodation with Care and Support – Older People, sets out the current supply of care homes registered to support the 75+ population for the North West Surrey CCG area, which covers Woking. Woking has the following residential and nursing homes for older people, as at January 2016 (from CQC data, referring to historic ward boundaries):

	Residential (registered beds)	Nursing (registered beds)	Total
Byfleet	20	42	62
Kings Lodge Care Centre		42	42
The Chestnuts	20		20
Horsell East and Woodham	80	29	109
Elmbank Residential Care Home	14		14
Horsell Lodge	46		46
Kettlewell House Nursing Home		29	29
Sheerwater House	20		20
Horsell West		91	91
Coxhill Manor Nursing and Residential Home		74	74
Throwleigh Lodge		17	17
Kingfield and Westfield	67		67
Kingsleigh	67		67
Knaphill	26		26
Beaufort House	7		7
Haven House Residential Care Home	19		19
Maybury and Sheerwater		60	60
The Bernard Sunley Nursing and Dementia Care Home		60	60
Mayford and Sutton Green		9	9
The Grange		9	9
Mount Herman East	118		118
Gables Care Home	16		16
Heathside	51		51
Woking Homes	51		51
Mount Herman West	7		7
Westlands	7		7
Old Woking		24	24
The Grange		24	24
Pyrford		84	84
Avens Court Nursing Home		60	60
Crann More Nursing Home		24	24
St John's and Hook Heath	54		54
Greys Residential Home	24		24
Stokefield Care Home	30		30
West Byfleet	117	40	157
Oakcroft House Nursing Home		40	40
West Hall	117		117

11.20 The following Extra Care schemes are in Woking, as at January 2016:

SCC Commissioned?	EC Scheme	Units	Ward
No	Barnes Wallis Court	40	Byfleet
Yes	Brockhill	48	Goldsworth West
No	Kettlewell House Care Suites	10	Horsell East and Woodham
No	Mayford Grange	42	Mayford and Sutton Green

11.21 The Statement sets out how there are 379 nursing home beds/units, 489 residential home beds/units, and 140 extra care beds/units in total.

11.22 The Statement then looks at the ratio of current beds to 1,000 people over 75 in 2025, and compares this to the Surrey total, or the average from some close comparator local authorities, and finds that in Woking:

- Mayford and Sutton Green is a ward with nursing provision which has a below average ratio of beds to people over 75;
- In Kingfield and Westfield, Knaphill, Mount Herman East and West, and West Byfleet wards, there is little or no nursing provision;
- Residential capacity is highest to potential demand in Mount Hermon East and West Byfleet;
- Mount Hermon West has a residential provision which has a below average ratio of beds to people over 75;
- There is no residential provision in Horsell West, Maybury and Sheerwater; Mayford and Sutton Green, Old Woking or Pyrford wards.

11.23 A private scheme is currently under construction at Brookwood Farm, on Bagshot Road, Knaphill: 25 sheltered flats of 1 and 2-bedrooms for the elderly at affordable rent, owned and managed by PA Housing. Access to the adjacent country park will be maximised and made as easy as possible for future elderly residents to use.

11.24 The Council also runs a number of schemes for older people who require a little more support to live independently. Supported housing provides individual flats for people aged 45 plus with a particular medical or social need; sheltered housing provides individual flats for people aged 60 plus with a particular medical or social need, and Brockhill provides individual flats for people who are very frail elderly.

Accommodation for Other Groups

11.25 The York Road Project provides emergency and longer term accommodation for those aged 18 years and older experiencing homelessness. It has one emergency accommodation property (on York Road), and four 'move on' properties, in total comprising of 29 beds.

11.26 Woking also has a supply of supported accommodation offering people a safe place to live, with support from a keyworker to deal with the issues they are facing. Users include those dealing with drug and alcohol issues, homelessness, learning disabilities, mental health issues, young vulnerable people, older people and offenders. For example, Pound House on Board School Road provides 17 supported housing spaces for young people age 16-21. The Crescent, Heathside Crescent, is a supported housing service for young people age 18-21, single vulnerable people, those with mental health issues and those who need low support. Generally, people are referred to this service from a housing department, social services, probation service or other support agency.

- 11.27 Sheltered properties make up 10.20% of current council housing stock, with supported units comprising 4.56%. This equates to approximately 342 and 153 units respectively. As reported in recent Core Strategy Annual Monitoring Reports, although supported accommodation for the elderly has been forthcoming, there has been a lack of delivery of accommodation for other vulnerable groups.

Future Needs

- 11.28 The Integrated Commissioning Statement sets out a series of county-wide aims, including:
- **Nursing:** delay the age at which people on average enter nursing care homes, aiming to broadly maintain the current ratio of nursing beds that SCC purchases per 1,000 of population;
 - **Residential:** avoid all non-dementia or other non-specialist residential care and in doing so reduce the ration of residential beds that SCC purchases per 1,000 of population by 10% over the next 10 years. In addition, reduce the overall requirement for residential care by 174 beds by 2025 through the creation of 600 affordable extra care flats for SCC funded residents;
 - **Extra Care:** stimulate the market to create 10 new extra care facilities offering 600 affordable extra care flats for SCC funded residents by 2025.
- Please note that the Glossary in Appendix 3 gives detailed definitions of the terms used in this section, under the entry 'Older People's Accommodation'.
- 11.29 Its recommendations for future county-wide provision include:
- shaping the nursing market in North West Surrey to deliver 124 additional beds for SCC and 343 beds for self funders by 2025;
 - shaping the residential market in North West Surrey to deliver 67 additional beds for SCC and 244 beds for self funders by 2025;
 - Pursue the development of 120 affordable ECH flats across key areas within North West Surrey which can further reduce reliance on traditional residential provision.
- 11.30 The West Surrey SHMA (2015) identifies a key challenge will be to meet the needs of an ageing population with the number of people aged 65 and above expected to increase by 30,900 (45%) in the Housing Market Area from 2013 to 2033. This change is likely to result in a need for additional levels of care/support along with provision of specialist accommodation in both the market and affordable sectors. The SHMA provides an indicative assessment of need for specialist housing for older persons over a *twenty year period* (2013-33): 918 additional specialist units of housing in Woking, including sheltered and ECH (45.9 units per annum). The SHMA also identifies a need for 393 bedspaces in care homes (19.65 bedspaces per annum). By interpolation, we can estimate a need of 459 additional specialist units of housing between 2017-2027; and a need of 197 bedspaces in care homes between 2017-2027.
- 11.31 The 2011 IDP identified a number of additional supported accommodation services and key priorities that should be delivered in Woking to meet demand. A number of these have been delivered, including:
- Kingsmoor Park (off Moor Lane) includes units that have been specifically adapted for those with disabilities;
 - A new supported housing scheme at Wishbone Way (completed December 2015) provides 12 one-bedroom supported housing flats and an office, for customers with a mix of supported living needs;

- Funding was secured under the DCLG Rough Sleeping grant programme for two specialist mental health support workers and two wellbeing workers operating across Guildford, Waverley and Woking (two are based at the York Road Project);
- Continually addressing a list of adapted accommodation needs as and when needs are identified by the Council;
- Expanding the function of the Supported Living Accommodation Panel to encompass all client groups with complex needs;
- Improving the efficiency and speed of the DFG applications process and reducing waiting times.

11.32 Both the Integrated Commissioning Statement and the Surrey Infrastructure Study set out a series of up-to-date recommendations for Woking, based on an assessment of future need:

- Woking will likely need additional nursing capacity to support both SCC-funded demand and demand from the private sector – projections suggest an additional **123 nursing beds will be needed to 2025** if current ratios are to be maintained (or 237 additional nursing beds if capacity was evened out across Surrey to achieve county average ratios of 54 beds per 1000 people aged over 75);
- Improve provision in some of the more populated wards with little or no residential or nursing such as Woodham and Knaphill;
- There is less need in Woking (compared to other boroughs in Surrey) for additional residential beds – projections suggest an additional **144 residential beds will be needed to 2025** if current ratios are to be maintained (or -26 additional residential beds if capacity were evened out across Surrey);
- Further capacity is needed for ECH to help Surrey reach an optimum ratio by 2025 – the delivery of an additional ECH scheme in the east of the Borough (similar to the Brockhill scheme) should be considered;
- Improve provision of specialist accommodation for vulnerable young people to support population growth to 2030.

The following table from the Integrated Commissioning Statement sets out future provision and recommendation figures for Woking:

							2015				2025	2025 – maintain geographic variances				2025 – even out capacity across Surrey			
							2015 75+ pop	Ratio total beds (2016)/1000 people	Ratio SCC beds (2016)/1000 people	Ratio non SCC beds (2016)/1000 people	2025 75+ pop	SCC funded beds needed	Non SCC funded beds needed	Total additional beds needed	Would create this ratio	SCC funded beds needed	Non SCC funded beds needed	Total additional beds needed	Would create this total ratio
Nursing	10	379	341	93	27%	248	7935	43	12	31	10797	34	89	123	43	27	210	237	54
Residential	14	489	440	110	25%	330	7935	55	14	42	10797	25	119	144	54	22	-48	-26	38
Extra Care	4	140	126	43	34%	83	7935	16	5	10	10797								

Table 16: Surrey Care Homes Registered to Support Older People in Woking Borough. Source: Accommodation with Care and Support – Older People, North West Surrey CCG Area, Integrated Commissioning Statement

Delivery and Funding

- 11.33 Delivery will be through new development, but also the continued implementation of the Housing Strategy (currently being considered for review) which prompts continual monitoring of Woking's existing sheltered and supported housing stock.
- 11.34 Woking Core Strategy supports the delivery of specialist accommodation for older people and vulnerable groups via policy CS13. This includes new schemes and remodelling of older, poorer quality sheltered housing which is no longer fit for purpose.
- 11.35 Two sites in the draft Site Allocations DPD are allocated for specialist residential accommodation delivery to 2027, including:
- Land within Sheerwater Priority Place, Albert Drive, GU21 5RE: residential uses including affordable housing and assisted living units, community uses, retail, open space and leisure facilities;
 - Land at Broadoaks, Parvis Road, West Byfleet KT14 6LP: mixed-use development to include accommodation to meet the needs of the elderly.
- 11.36 In addition, all sites allocated for residential use will be expected to provide, or make a contribution to, the delivery of affordable housing.
- 11.37 Funding for supported housing is complex and comes from a variety of sources, with 'housing' costs and 'support' costs being met separately. Sources include Housing Benefit (on meeting *housing* related costs – rent and eligible service charges) and local authority adult social care and housing and homelessness funding (covering *support* and *care* services).
- 11.38 The Surrey County Council's Supporting People (SP) grant has been discontinued. In 2012, a decision was made by SCC to bring housing related support and the associated budget into Adult Social Care. SCC provides Housing Related Support funding to providers (voluntary and community organisations, housing associations, borough and district councils) who then deliver services to their residents. The current budget is £9m on rolling contracts (as of September 2017).
- 11.39 The Government has chosen to reform the funding mechanism for the supported housing sector, citing the need for improved oversight of quality and value for money, greater strategic commissioning based on local need, and a desire to integrate the system within the existing structures of Universal Credit. The system needs to be better able to manage future increased demand.
- 11.40 Sheltered housing and extra care will continue to be funded in the welfare system, and a 'sheltered rent' for those in sheltered and extra care housing will be introduced from April 2020: a type of social rent that recognises the vital role that these types of homes play in supporting older and vulnerable people and acknowledges the higher costs of these types of housing compared to general needs housing.
- 11.41 A Local Grant Fund will be established for short-term and transitional supported housing. 100% of this provision will be commissioned at a local level, funded locally through a ring-fenced grant, and be underpinned by a new local planning and oversight regime. This means that all the funding for housing costs that were previously met from Housing Benefit will instead be allocated to local authorities to fund services that meet the needs of their local areas.

- 11.42 For long-term supported housing, 100% of housing costs will continue to be funded through the welfare system (Housing Benefit/Universal Credit).
- 11.43 The Government seeks to improve local strategic planning to underpin the new funding regime. The changes will commence from April 2020, and in the meantime, WBC work collaboratively with SCC and the North West Surrey CCG on local strategic planning and needs assessments.

Community Facilities

- 11.44 A community is a group of people who have things in common. Communities can be defined by location (such as a street or a neighbourhood), race, ethnicity, age, occupation, a shared interest (such as local businesses or hobbies) or affinity (such as religion, faith or belief) or other common bonds. Community facilities provide a publicly available place for these people to meet together⁴⁶. Community facilities form part of the social infrastructure that supports the Borough.
- 11.45 The Council's latest audit of social and community facilities in the Borough included:
- Centres for the community
 - Day centres
 - Youth clubs
 - Village halls
 - Scout huts
 - Church halls (if available for hire or used for community activities)
 - Schools halls (if available for hire or used for community activities).
 - *Libraries (covered elsewhere in this report)*
 - *Cemeteries (covered elsewhere in this report)*
 - Conference facilities (where subsidised to allow community groups to use them)
 - Theatres and museums.
- 11.46 The audit was conducted in 2011 and its findings are presented in the Social and Community Facilities Study 2011 ('the 2011 Study'). Although the findings of the 2011 Study remain relevant, the following section presents an update on social and community facility provision now that the likely spatial distribution of growth to 2027 is known.

Evidence base

- Woking Social and Community Facilities Study 2011
- Surrey Infrastructure Study 2017
- Adopted and Draft Neighbourhood Plans

- 11.47 There is a drive for providing multiple use and joined-up service provision which benefits both the customer (as a number of service interactions are possible at the same time) and the service provider alike (by facilitating those interactions and potentially targeting 'hard to reach' customers). Multiple use facilities typically include a wide range of services including health, police, customer contact points, adult learning, skills training provision and so on.

⁴⁶ Not all communities physically meet. Many communities carry out community activities on the internet and never physically meet. As this community generally is made up of individuals residing in their own homes, it is not necessary to consider the 'online' community or their spatial requirements in this study.

- 11.48 Co-located service provision will need careful management to work effectively - for example, around flexibility: school premises would not be available during the school day; or ease of management. However, the Government's austerity measures have put a strain upon these types of services, which are also attempting to respond to changes in the way society requires support and evolving patterns of work, living and enjoying leisure time. These factors come into play in attempting to assess future service needs.
- 11.49 The 2011 Study highlighted the significant potential for the development of 'community hubs' in the Borough. Community hubs are multi-functional spaces catering for a variety of uses with improved access to services which are open to all. A hub could encompass perhaps healthcare facilities, public art space, nursery provision and potentially other facilities such as libraries. Provision of facilities as part of a wider 'community hub' may result in lower costs than the individual standalone facilities. The study identified Maybury, Sheerwater, Byfleet and Pyrford as suitable locations for future hubs.
- 11.50 Key findings of the 2011 Study, which remain valid, include:
- Overall, there is not a lack of provision of social and community facilities in the Borough. The key issues are concerning how the facilities are managed, marketed, utilised and maintained.
 - However, some facilities are operating at capacity and require more space.
 - Some facilities are operating under capacity.
 - New development and changes in the demographic profile of the Borough will put pressure on existing social and community facilities.
 - The success of social and community facilities is reliant on volunteering.

Current Provision

- 11.51 Since the 2011 Study was completed, the Borough has benefitted from the completion of several new community facility projects resulting in improved provision in several neighbourhood areas, including:

Neighbourhood Area	Name of Facility	Description
Byfleet, West Byfleet and Pyrford	Byfleet Scout Group Outdoor Activity Centre	A new activity centre opened in October 2015 for the Scouts, Cubs, Beavers and Explorers and other community groups in Byfleet – to replace the old hut in Walnut Tree Lane.
	Byfleet Football Club, Kings Head Pavilion	A new facility opened in Kings Head Lane after securing a £250,000 grant from the Football Foundation. Facility includes a pavilion complete with clubroom, changing rooms and two new pitches. See Green Infrastructure section for details.
Maybury	New Monument School Changing Pavilion and Outdoor Pitches	Students from the school, local sports clubs and members of the wider community now benefit from the pavilion.
Horsell	Horsell Scout and Guide Hut	A new, purpose-built headquarters was opened in April 2015. All groups now benefit from a modern and well-equipped facility which will cater for projected demand for many years.
	Horsell Village Hall	Upgraded in 2014 resulting in expansion of the hall, a larger car park, larger kitchen and landscaping of the area. Now hosts a wide range of community activities.
Goldsworth Park	Brockhill Extra Care Housing Centre for the Community	Offers a wide range of activities, events, exercise classes and outings. Hairdressing, therapies and assisted bathing available. Limited places for supported day care.
	Dianthus Trading Company Community Building	In September 2011, a new, purpose-built building opened on Goldsworth Park Lake. The multi-purpose community facility is run by Dianthus Trading Company on behalf of the Woking Sea Cadets. The community uses some

		parts of the building during the day, with two large halls, classrooms, offices, a gallery, showers, toilets and changing facilities.
	Goldwater Lodge	The Community Hall, owned and managed by Goldsworth Park Community Association, has recently undergone major renovation and now offers upgraded facilities, including free WiFi. Capacity for 100 people. Used for community activities such as judo and pilates.
	Lakeview Community Centre	In November 2017, a new community centre will open, managed by the Lakeview Community Action Group as a new facility for all Lakeview residents. Two halls and a small meeting room will be available to hire for a range of community activities.
Hook Heath, Mount Hermon, St Johns and Mayford	St John's Village Memorial Hall	A new eco-friendly hall in St John's Lye opened in June 2014, offering three halls, two kitchens, a meeting room and exhibition space. Owned and managed by St John's Memorial Hall Association, a wide range of community activities take place in the new building, including meetings for Scouts, Brownies and many other groups.
	Mayford Village Hall	In May 2014, after the original hall was destroyed by fire, a new village hall was opened to serve residents, groups and community organisations throughout the area.
Kingfield	The Hoe Valley Community Building, Woking Park	Opened in 2012 as part of the Hoe Valley Scheme, houses various community groups including 7 th Woking Scouts, Air Training Corp, Army Cadet Force, District Scouts and Resource Centre, Girl Guides, Sea Rangers, Westfield Football Club and Woking Boxing Club. Has a large meeting room for parties, meetings and leisure activities.
Old Woking	Woking College Community Sports Facilities	'Cardinals in the Community' is a new, charitable organisation formed to run community facilities at Woking College: it operates a new all-weather pitch and run programmes of community based activity at a purpose built changing, office and teaching building at Woking College.
Town Centre	The Junction	Formerly known as The Marjorie Richardson Centre, this volunteer-run café and safe haven has undergone full refurbishment to meet the demands of modern customers of any age and demographic. Meeting rooms can be hired.

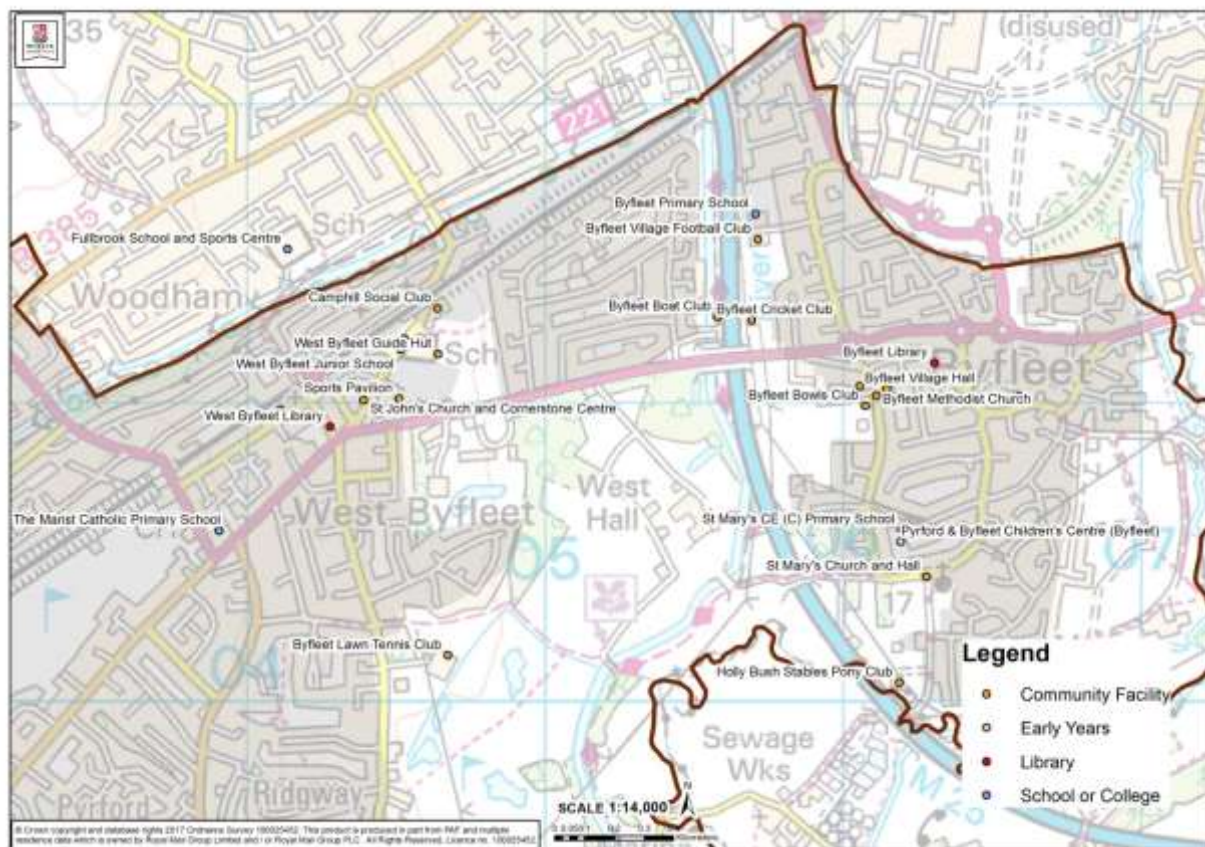
11.52 The following maps reflect those contained in the Social and Community Facilities Study 2011 for each neighbourhood area of the Borough, but have been updated to include new and improved facilities (as defined in paragraph 11.52 above):



Map 14: Maybury and Mount Hermon Area



Map 15: Sheerwater Area



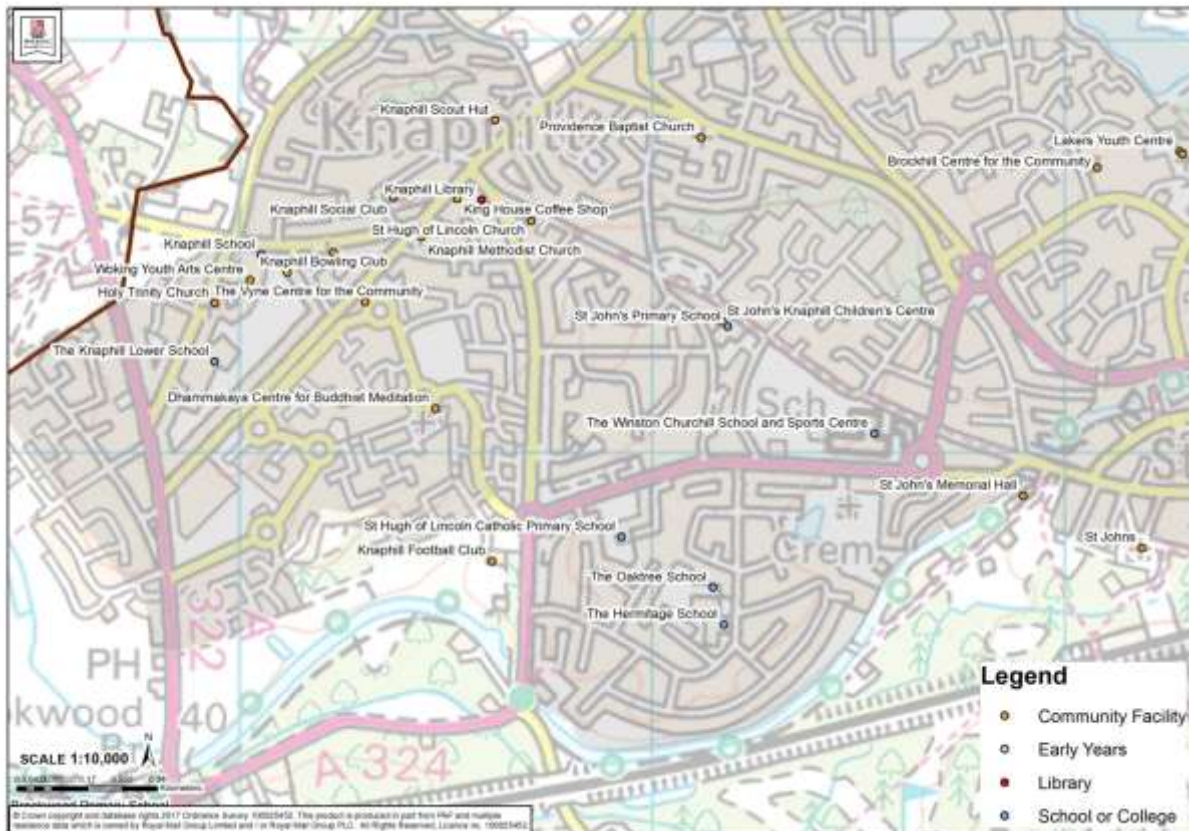
Map 16: Byfleet and West Byfleet Area



Map 17: Pyrford Area



Map 18: Horsell Area



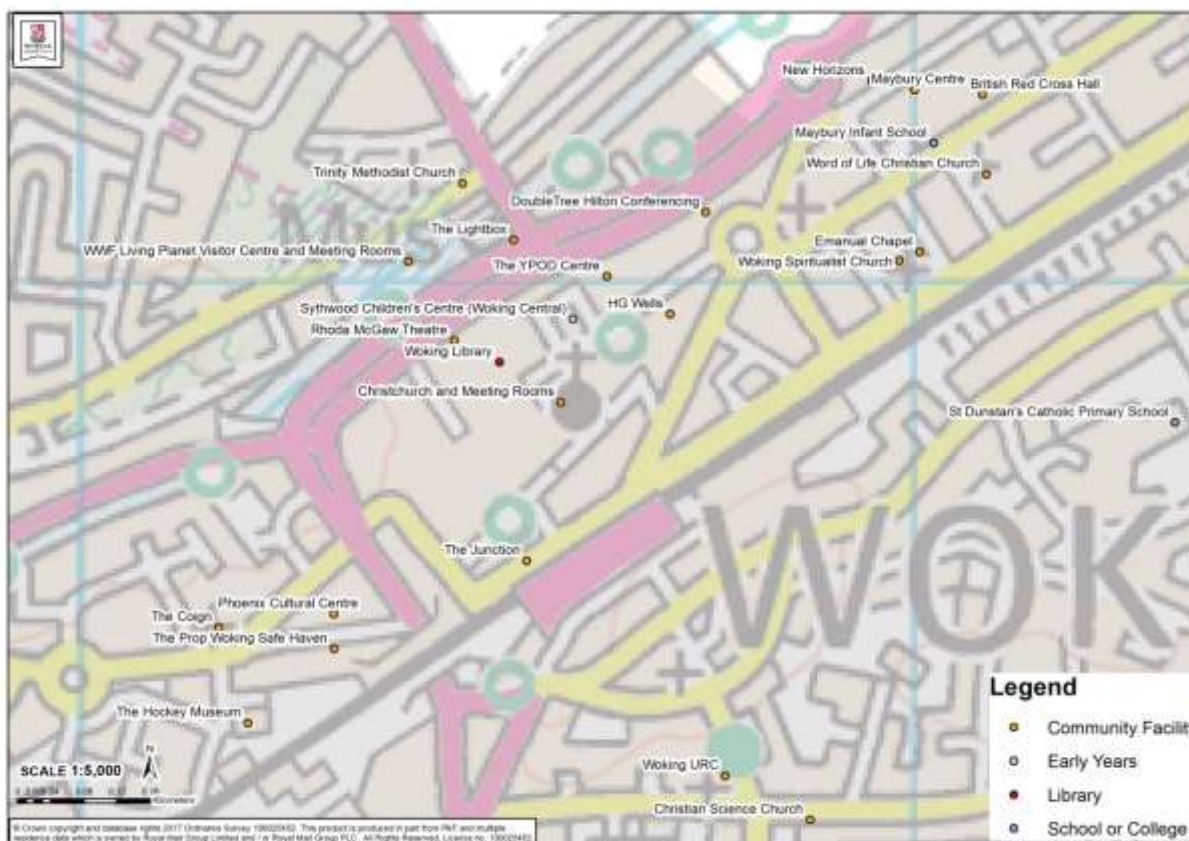
Map 19: Knapthill, Hermitage and St John's Area



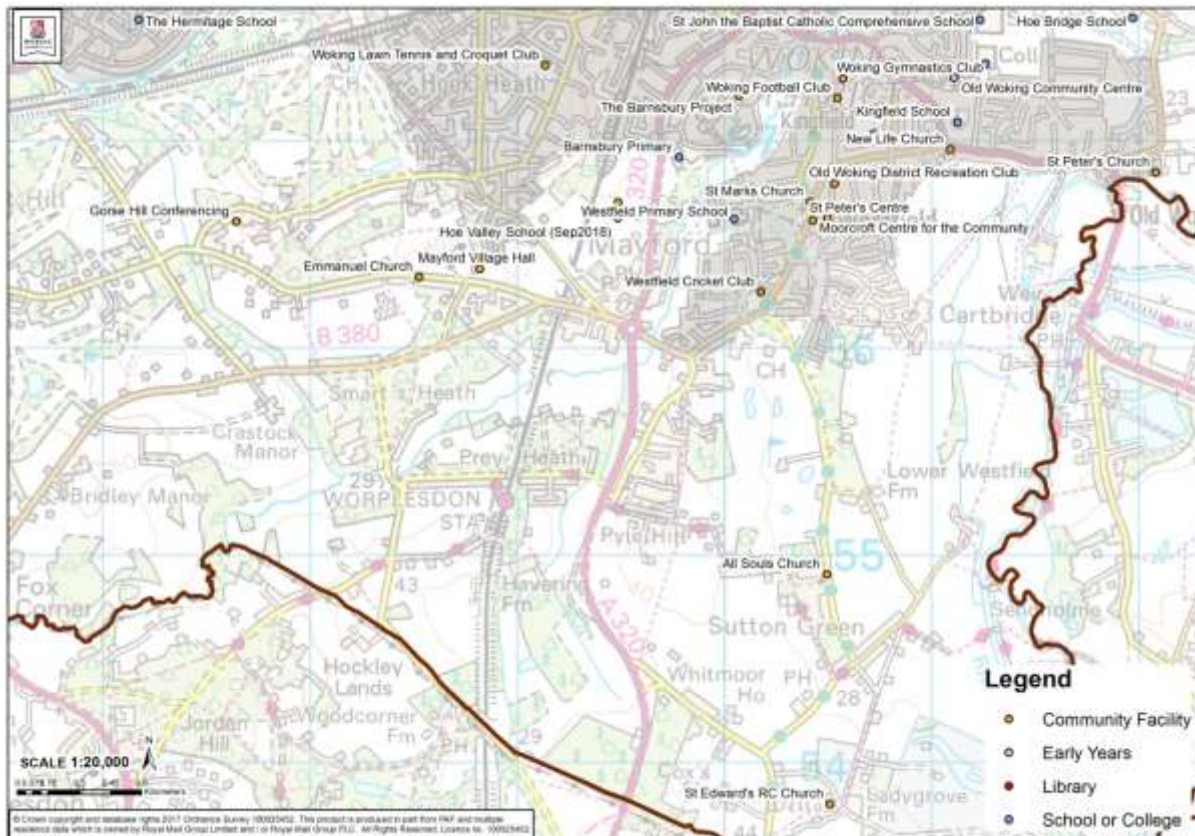
Map 20: Brookwood and Bridley Area



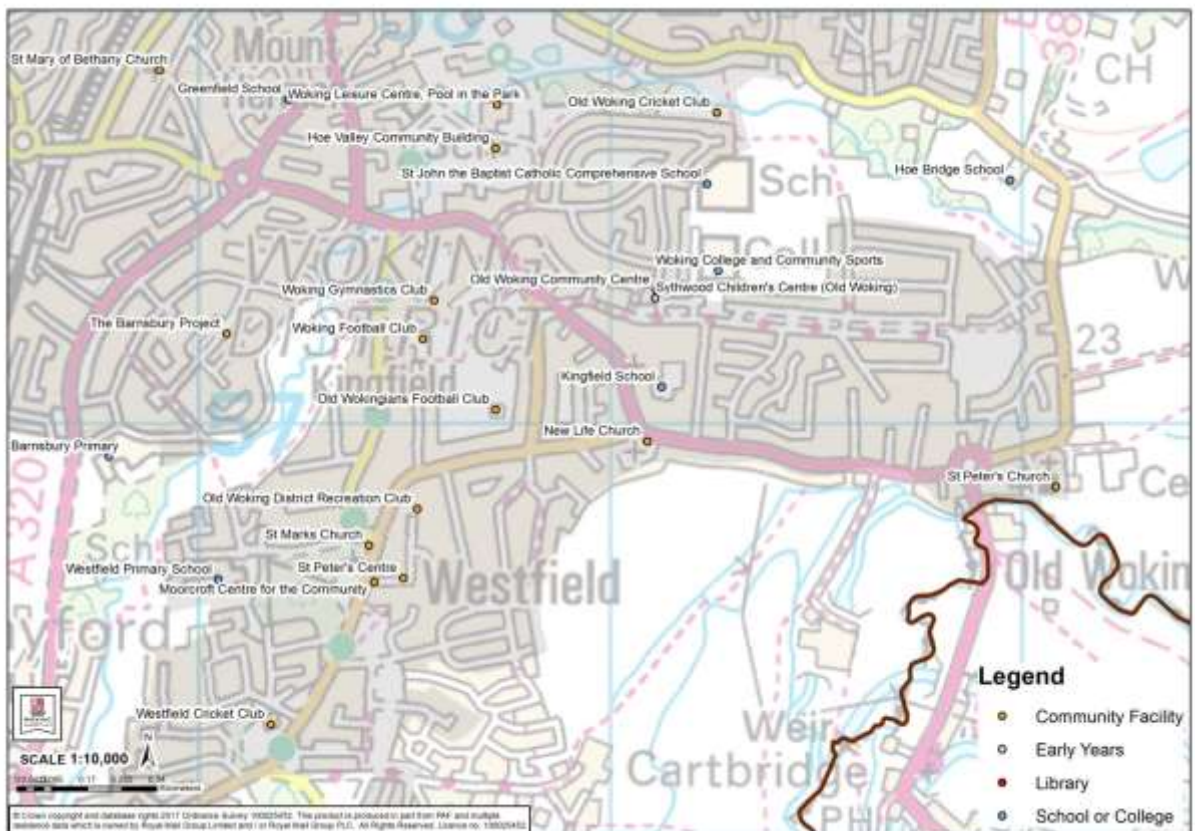
Map 21: Goldsworth Park Area



Map 22: Woking Town Centre Area



Map 23: Hook Heath, Mayford and Sutton Green Area



Map 24: Old Woking, Kingfield and Westfield Area

Future Demand and Planned provision

- 11.53 Population growth over the Core Strategy period, in particular amongst youth or older age groups, could lead to a requirement to provide additional services or facilities. Groups who use community centres may seek greater levels of funding and access to facilities, and there is likely to be a greater demand for volunteers and financial resources from the Borough to support them.
- 11.54 Although the Borough appears relatively well-served by a range of community facilities distributed throughout its neighbourhoods, the 2011 Study identified various facilities that would benefit from refurbishment or redevelopment to meet current and future demand; and it also identified opportunities for new facilities and/or co-location of services within community hub options. These are described in detail within the study.
- 11.55 A number of projects are planned – led by community organisations and/or the Council - to help meet future need. The draft Site Allocations DPD also allocates various sites around the Borough for mixed-use development to include community uses, which will help to meet increased demand from development in these areas. These are listed in the following table:

Neighbourhood Area	Community Facility	Delivery details
Byfleet, West Byfleet and Pyrford	Byfleet Cricket Club	The Club has planning permission (March 2016) to refurbish its Clubhouse to include space for community uses. Fundraising for the project is ongoing.
	Land at Station Approach (includes Sheer House)	Allocated for mixed-use redevelopment in the draft Site Allocations DPD, to include a new, replacement library and public realm. Outline planning permission granted in September 2017.
	Camphill Club and Scout Hut, Camphill Road	Allocated for residential and community uses in the draft Site Allocations DPD. A key requirement of any redevelopment scheme would be the re-provision of existing community facilities on the site, currently used as a Social Club and Scout Hut.
	Byfleet Library	Allocated in the draft Site Allocations DPD for redevelopment, to include a modern, replacement library as well as residential uses.
Maybury	Woking Youth Centre	The Youth Centre closed down and is due to be demolished. The draft Site Allocations DPD allocates this site for residential and community uses.
Horsell	Trinity Methodist Church	Prepared a strategy for growth and development to 2020, involving facility enhancement (including additional small meeting rooms, a larger meeting space at the heart of the building, new kitchen and toilet facilities and stage facilities). Cost assessment, phasing and fundraising is ongoing.
Sheerwater	Leisure Centre	The Sheerwater Regeneration masterplan proposals include a number of new community facilities, including a Leisure Centre (within Bishop David Brown School for public use), Youth and Community Centre, Nursery/Children's Centre, Health Centre/pharmacy, Assisted Living Accommodation, and a family pub. There will also be a 4G all-weather pitch for public use, and use by Sheerwater Football Club (to be relocated to Bishop David Brown School). These will be delivered as early as possible within the construction programme to maximise benefits to the community. Each facility will be completed and operational prior to the removal of an existing community facility, such as the existing Children's Centre and Youth Centre. The scheme promotes 'pooled'
	Youth and Community Centre	
	Nursery/Children's Centre	
	Health Centre and Pharmacy	
	4G Playing pitch	

		facilities to encourage interaction between all members of the community. See indicative masterplan at figure 14 below.
Goldsworth Park	Woking Hockey Club	The Club has planning permission to replace the old sand-based pitch with a new synthetic turf surface. Future plans include a 44-seat spectator stand.
Hook Heath, Mount Hermon, St Johns and Mayford	St John's Pavilion and Car Park Enlargement	A feasibility study has been conducted to improve these community facilities.
	Hoe Valley School and Community Leisure Facilities, including new venue for Woking Athletics Club	Works to construct a secondary school and community leisure facilities on land adjacent to Egley Road began in June 2016. The leisure and sports facilities, for use by both the local community and school, are to be operated by Freedom Leisure on behalf of the Council, and will include a five badminton court sport hall, fitness gym, two studio rooms, club/meeting room and viewing gallery for use by centre users. Externally, there will be an eight lane athletics track (to be used by Woking Athletics Club, currently based in Sheerwater), two grass sports pitches (one adult, one junior) and three all weather five-a-side artificial grass pitches. These facilities are expected to be available to the public in early 2019.
Kingfield	Woking Football Club, Gymnastics Club and Snooker Club, Westfield Avenue	Allocated in the draft Site Allocations DPD for mixed-use development to include enhancement of sports and recreational facilities as part of any redevelopment scheme. Woking Football Club seeks to redevelop the grounds to include a new stand and residential units. Woking Gymnastics Club seeks to improve its facilities to allow for expansion and to meet future demand.
Knaphill	Woking Youth Arts Centre	Working with Surrey County Council, Woking Council have allocated funds to help transform the centre into a more modern youth centre space. This will enable the Community Youth Work and Youth Support Service to enhance the services they can offer to young people at WYAC. The building will also become the new home for Knaphill Cabin, which is a volunteer led youth club running weekly drop-ins.
Town Centre	The Coign Church	Allocated in the draft Site Allocations DPD for redevelopment to include housing and community uses. The Coign Church is at capacity and is seeking to expand its facilities.
	HG Wells Conference Centre and The Big Apple	A large site allocated in the draft Site Allocations DPD for redevelopment to include community and leisure uses.



Figure 14: Proposed new and replacement community facilities within the Sheerwater Regeneration Scheme

Delivery

11.56 Core Strategy policy CS19: Social and community infrastructure, seeks to provide accessible and sustainable social and community infrastructure to support growth in the Borough. The loss of existing facilities or sites is resisted, and provision of new facilities encouraged, under certain conditions.

11.57 In addition, a number of Neighbourhood Forums have conducted social and community facility studies as part of the evidence base for their Neighbourhood Plans. Adopted and emerging Neighbourhood Plan identify the following needs:

- **Pyrford Neighbourhood Plan:** Day Care Centre / Centre for the Community: there is a need in the Pyrford Neighbourhood Area to provide a centre specifically for the more elderly and infirm. The Forum will work with Woking Borough Council and SCC to retain the Pyrford Centre as an important community resource. Enhanced healthcare and/or daycare facilities are required to support the local ageing population. The Plan also identifies the need for a new play/skate park for children in a more central location within the Neighbourhood Area.
- **Byfleet Draft Neighbourhood Plan:** identifies a lack of healthcare facilities in the village centre. The Forum supports the re-use of The Manor School as a community/education facility. Suitable community facilities for education, sports and recreation should be provided and promoted.
- **West Byfleet Neighbourhood Plan:** highlights a lack of non-faith meeting facilities – such as a village hall - available to residents to provide a focus for community activities. Supports the improvement of facilities for scouts, guides and associated youth groups; as well as enhanced library facilities; and sports and recreational facilities in general. Encourages production of a 'Byfleet Corner Concept Plan' – covers an area of significance for social and community use, including the Scout Hut, Stoop Court, West Byfleet allotments, West Byfleet Nursery, Infant and Junior Schools, St John's Church and Cornerstone Centre, the recreation ground and



lower sports field. Where practical, it should be demonstrated through a Concept Plan that development proposals have fully considered the various land uses within this area and that development will contribute towards the efficient use of the land for educational, recreational, community and sporting provision for the Neighbourhood Area. See image to the left.

- **Brookwood and Bridley Draft Neighbourhood Plan:** identifies the need for improved facilities at Sheet's Heath recreation ground, specifically the pavilion, tennis courts and pitches. The Connaught Crescent play area also needs to be improved.

- **Hook Heath Neighbourhood Plan:** no community facilities identified for improvement – focuses on transport infrastructure improvements.

Funding

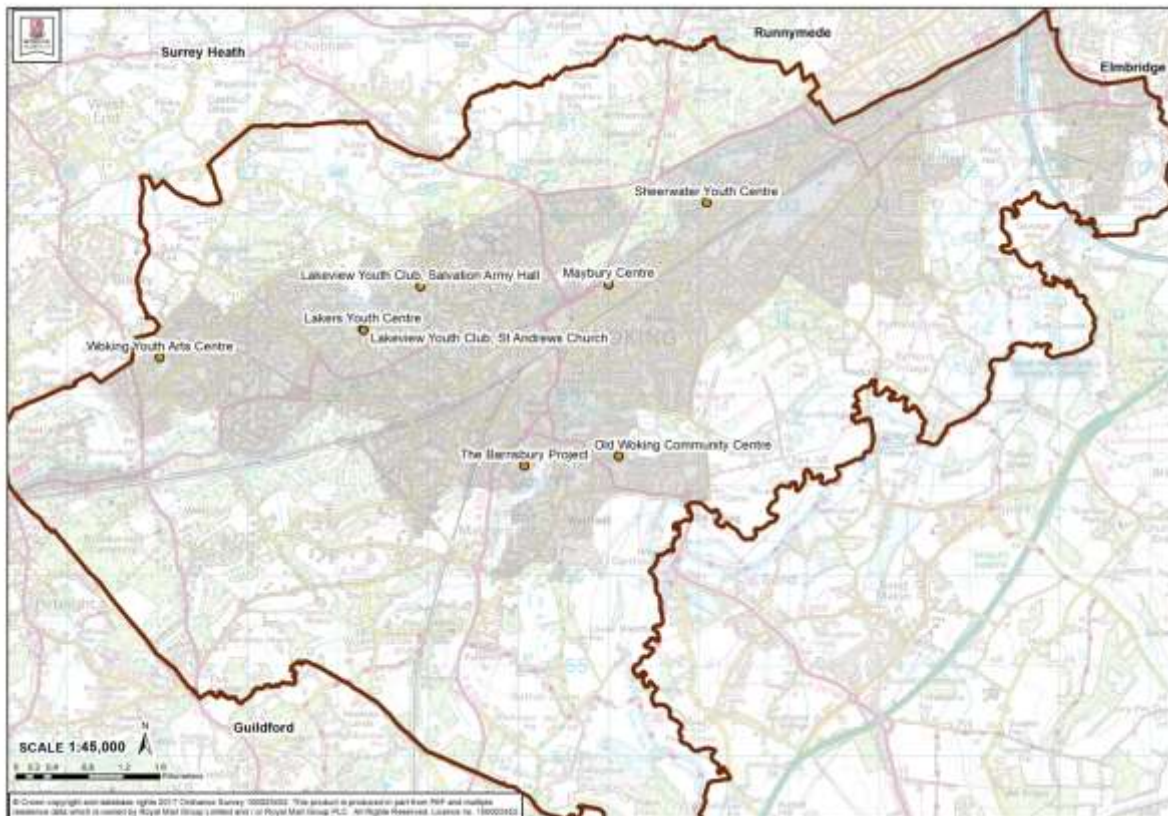
- 11.58 The Council has established a Community Assets programme in response to the identified need for investment in aging community facilities across the borough. The programme seeks to acknowledge the importance that the voluntary, community and faith sector plays in providing opportunities for residents and visitors to Woking in the provision of a vast array of social, cultural and learning opportunities the resultant outcome being an enhanced quality of life experience – whether related to place, person or both.
- 11.59 The programme therefore seeks to support those groups who are able to meet the on-going running costs of their organisations, but who are not able to secure the significant levels of capital funding required to improve and/ or enhance their facilities to meet the groups / organisation's needs. For those communities where such community networks are not in place, it is the Council's intention to continue to directly invest itself in these areas to help strengthen the communities concerned.
- 11.60 Funding for capital investment is in the interim being met from loans and or the New Homes Bonus, whilst the longer term intention is to establish a Community Assets Fund funded from capital receipts or from elsewhere.
- 11.61 Policy CS19 of the Core Strategy sets out how developers will be required to provide and/or make a contribution towards the provision of community facilities where it is relevant to do so. Policy CS16: Infrastructure delivery, explains how this contribution will be delivered via the Community Infrastructure Levy (CIL), or by Section 106 Agreements where appropriate.
- 11.62 The CIL Regulation 123 list details a £6,745,304 funding gap for outdoor sports facilities, allotments and play space. However, no costing has been attributed to social and community infrastructure beyond these items, as the Social and Community Facilities Study audit demonstrated that the Borough is well served by existing facilities and that their retention, encouragement of efficient use and co-location of facilities should be sufficient to meet future needs. This position will be reviewed as part of future reviews of the Charging Schedule and this IDP.
- 11.63 It should also be noted that communities with a Neighbourhood Plan in place can benefit from 25% of the revenues from CIL arising from the development that takes place in their area. As referenced above, several Neighbourhood Plans have been adopted, or are being drafted, for areas throughout the Borough, which identify social and community infrastructure needs in their areas. Communities without a Neighbourhood Plan will receive 15% of the CIL receipts capped at £100 per dwelling as per latest Government guidance.
- 11.64 It is also worth noting that the Council operates a Community Lettings Policy, the purpose of which is to allow not for profit organisations access to the Council's assets at a community rent. All such arrangements allow for the issue of a lease on a full repairing and insuring terms or with the Council undertaking repairs and insurance but recovering the cost from the group, thus insuring that the property assets are adequately maintained.

Youth Provision

- 11.65 Provision of adequate social and community infrastructure to support Woking's young people is essential. Community facilities such as youth centres provide a place for young people to meet and socialise in a safe environment and is important for a number of socio-economic reasons.

Evidence base

- Surrey County Council Commissioning Plan for Children, Schools and Families 2017-2022
- Surrey Children and Young People's Partnership Joint Commissioning Strategy 2017-2022
- Woking Borough Youth Work Needs Assessment 2015
- Woking Social and Community Facilities Study (2011)



Map 25: Youth Centres/Clubs in Woking

Existing Provision

- 11.66 Youth centres are venues where young people can meet friends and take part in a wide range of activities and projects. They can also be a place for young people to get advice and information on any issues affecting them. Youth centres in Woking are illustrated on map 25, and include:
- Lakers Youth Centre, Denton Way, Woking GU21 3LG
 - Maybury Centre, Board School Road, Woking GU21 5HD
 - Old Woking Community Centre, Sundridge Road, Woking GU22 9AT
 - Sheerwater Youth Centre, Blackmore Crescent, Woking GU21 5NS
 - Woking Youth Arts Centre (WYAC), Trinity Road, Knaphill, Woking GU21 2SY
- 11.67 These centres provide free clubs where young people can meet friends in a safe place, take part in a range of activities, get help and develop life skills. Woking YMCA closed in 2014 due to funding difficulties.

- 11.68 Additional youth work takes place in Barnsbury, under the name of the Barnsbury Project; and at the Lakeview Youth Club in Goldsworth Park, which each provide youth engagement activities with the support of Council officers, taking place weekly with between 15 and 20 young people per session.
- 11.69 Community groups also provide youth services through innovative solutions, such as through 'outreach buses' so that services (such as youth cafes and sporting activities) can go to where the young people are, in those areas of greatest need.
- 11.70 A Community Youth Work Needs Assessment for Woking Borough identified the highest areas of need in 2015 were: Maybury and Sheerwater, Goldsworth Park (East and West), Knaphill and Kingsfield and Westfield (referring to previous ward boundaries). One of several key priorities is to ensure that facilities are fit for purpose and accessible to young people - a key issue for young people is the ease and expense of public transport. Poor accessibility and affordability means that some young people are excluded. Open access sessions at youth projects should enable young people to socialise in a safe environment with support and guidance from professional youth workers in areas of highest need.

Planned Provision

- 11.71 Section 11.56 under Community Facilities above describes two projects which will improve Woking's youth provision in areas of identified need:
- Canalside ward (Maybury and Sheerwater area): Sheerwater Regeneration Scheme to include a new Youth and Community Centre (which will replace the existing Youth Centre); and
 - Knaphill ward: Woking Youth Arts Centre refurbishment to enhance services offered to young people (including accommodating the 'Knaphill Cabin' which is a volunteer-led youth club).
- 11.72 Previous versions of this IDP reported that SCC was launching a new way of supporting children, young people and their families in an increasingly challenging financial climate. In 2017, demand and complexity of need in Surrey continues to increase significantly – driven by the ongoing effects of demographic increase, which creates demand for all services, and an increasing complexity driving demand particularly in social care and SEND (Special Educational Needs and Disabilities). Whilst birth rates have levelled off in recent years, the effects of substantial growth are still being experienced as children grow older, such as a forecast growth of 10,000 (14%) 10 to 14 year olds by 2022, compared to the estimated 2017 number⁴⁷. There remain unprecedented financial challenges.
- 11.73 An 'Early Help' strategy is a key component of reducing demand for high-cost statutory services and improving outcomes in health and wellbeing of children. Early intervention is at the heart of the strategy. Each district and borough of Surrey are currently defining how partners will work together at a local level, developing integrated family services, identifying where services and support will be located and forming early help advisory groups.
- 11.74 The formation of a 'Family Service' within SCC will bring together responsibilities for Services for Young People, Early Help Co-ordination Hubs, the Family Information Service, the Family Support Programme (delivered by Woking Borough Council officers), and Children's Centres (delivered by schools and voluntary sector partners). Locally, Young People and Families Teams, led by a Family Services manager, will operate in each district and borough. The Family Service model would then be supported by joint

⁴⁷ Commissioning Plan for Children, Schools and Families 2017-2022 (Surrey County Council)

Early Help commissioning to ensure the right services are commissioned to meet the needs of children, young people and families to improve their outcomes.

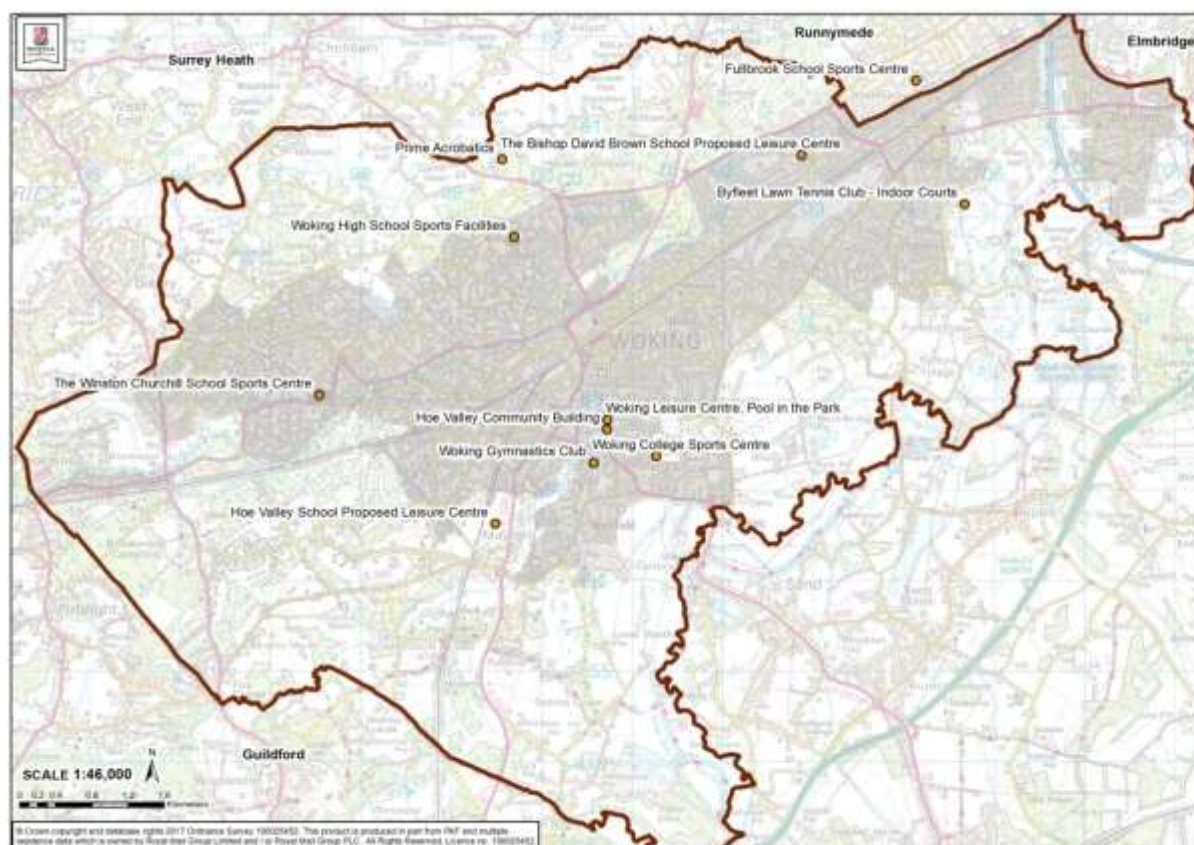
- 11.75 The ramifications of this new model of delivery for Woking Borough and its youth services will become clearer in early 2018.

Indoor Sports Provision

- 11.76 Indoor sports facilities are important for the health and well-being of the population. For the purpose of this IDP, indoor sports is defined as: swimming pools and sports halls/gymnasiums/courts.
- 11.77 In Woking, the primary provision for indoor sports is Woking Leisure Centre and Pool in the Park. These are both owned and managed by the Council.
- 11.78 There are also a number of private health and fitness clubs which have gyms, swimming pools and other indoor sports facilities. In addition, many local schools have indoor sports facilities which are made available for wider community use – particularly at secondary schools. All facilities are shown in map 26 below.

Evidence base

- Woking Social and Community Facilities Study (2011)
- Evidence submitted with Sheerwater Regeneration Planning Application and Hoe Valley School Planning Application



Map 26: Indoor Sports Facilities in Woking

Existing Provision

Woking Leisure Centre and Pool in the Park

- 11.79 The primary provision for indoor sports in the Borough is Woking Leisure Centre and Pool in the Park.
- 11.80 The Council currently has a Leisure Management Partnership Agreement/Contract with Greenwich Leisure Limited (GLL) to operate and manage various leisure services throughout the Borough, including Woking Leisure Centre and Pool in the Park; booking, cleaning and maintaining the majority of Sports Pavilions (approximately 14); allocation of sports pitches to clubs and organisations; management and integration of holiday and summer camps at leisure venues. GLL has sub-contracted the management operation of the Partnership Agreement to Wealden Leisure Limited who trade as Freedom Leisure Limited (FLL) and it is predominantly FLL colleagues who Council officers work with on a day-to-day basis.
- 11.81 The contract with GLL commenced in December 2011 and runs for 10 years (until November 2021), with an option to extend for a further 2yrs + 2yrs (i.e. until November 2025).
- 11.82 In 2013, a £1.5million development project resulted in a number of improvements to facilities, including a new, larger gym relocated to the entrance level of the Leisure Centre; a new reception area including a café; three new studios to extend the fitness class programme (including a spinning studio); a custom-built crèche; and general redecoration of facilities. The Leisure Centre also offers a ten court sports hall (the Wurlitzer Hall), available for badminton, volleyball, basketball, indoor football and trampolining; as well as 6 squash courts. The Centre also runs various clubs, such as a martial arts club.
- 11.83 Pool in the Park has three swimming pools – a 25m competition/ fitness pool, a 16m teaching pool and a Leisure Lagoon. The estimated water space for these three pools combined is 780m².

Other Indoor Sports Facilities

- 11.84 Additionally, there are several privately owned clubs and facilities in the Borough, and just outside of the Borough, which are used by the Woking community. These include:
- Winston Churchill School Sports Centre, Hermitage Road - has a sports hall, aerobics studio, tennis and netball courts, football pitches, fitness suite and weekly sports clubs for the wider community;
 - Woking High School - has a large sports hall and gymnasium, fitness suite, netball and tennis courts and field area available to hire;
 - Woking College Sports Centre - after a £2m investment programme was completed in 2013, the College achieved a new sports hall, gym and studio, which is available to the wider community and is home to Woking Blackhawks basketball team, Woking FC academy, a rugby performance programme and Woking Town FC;
 - Private members' health clubs distributed across the Borough;
 - Woking Gymnastics Club, Old Woking;
 - Prime Acrobatics – a new acrobatics facility completed in January 2016 at Heather Farm;
 - Byfleet Lawn Tennis Club, Pyrford Road – includes indoor tennis courts;
 - Woking Boxing Club at the Hoe Valley New Community Building;

- Fullbrook School (in Runnymede Borough) dual use centre - has a sports hall, gymnasium, and weekly sports clubs, used by the wider community in Woodham, West Byfleet, Byfleet and Pyrford.

11.85 Additional health and fitness classes are held at a variety of community buildings throughout the Borough, for example, yoga and pilates classes in church and village halls.

Future Demand and Planned Provision

Woking Leisure Centre and Pool in the Park

11.86 In addition to the recent investment at the Leisure Centre and Pool in the Park to provide additional services and improve the quality of facilities (described above), there are ongoing proposals to deliver improvements to these facilities based on growing demand.

11.87 The Leisure Partnership Board, attended by GLL's Partnership Director, FLL's CEO Area Manager, and Operational colleagues, as well as representatives from the Council, consider options for future investment in leisure facilities. The Leisure and Cultural Development Service Plan expected outcomes for forthcoming years include:

- develop investment schemes for a Rock Box (estimated cost £120,000);
- replacement flumes and beach area, and changing rooms upgrade (estimated cost £1.5m);
- upgrade of heating and ventilation systems (estimated cost £250,000).

New sports facilities

11.88 New or improved sports facilities to meet demand are planned at:

- the future site of Hoe Valley School on Egley Road (allocated for mixed-use development to include community uses in the draft Site Allocations DPD) – see below for details;
- Sheerwater Regeneration Scheme (allocated for mixed-use development to include community uses in the draft Site Allocations DPD) – see below for details;
- Woking Gymnastics Club in Old Woking – a change of use application was permitted in May 2017, which would see the existing Woking Snooker Centre accommodate additional gymnastics space ancillary to existing club, to meet growing demand. There are also proposals to develop land adjacent to Smarts Heath Common, known as Ten Acre Farm, for recreational use by the local community, to potentially include a new, purpose-built gymnastics facility. The Club considers their existing facility to be no longer fit for purpose. The application is yet to be determined.

Hoe Valley School Leisure Centre

11.89 Construction of a three-storey building for use as a school and leisure centre is in progress. The leisure centre aims to serve 4,000-5,000 people per week, using the following facilities: main entrance café/foyer area; 5 court sports hall; gym and fitness suites with 80 individual stations; 2 dance/activity studios; changing and storage facilities; offices and meeting rooms; stores; toilets and ancillary facilities. See map 26 for location.

11.90 Hoe Valley School will have priority use of the on-site sports facilities during the school day, term-time. The school buildings will be made available for community use outside of school hours during term-time, and during the school holidays. During the school day,

the public would have access to the gym suite, 2 fitness studios and separate changing room facilities.

- 11.91 The estimated construction costs of the recreational elements of this project come to £16.5m, funded by a combination of Education Funding Agency grant and developer contributions. Due for completion by 2019/20, the leisure centre will be operated by Freedom Leisure, which will also manage the external playing fields and courts.

Bishop David Brown School Leisure Centre

- 11.92 The Sheerwater Regeneration proposals include the development of a leisure centre co-located at Bishop David Brown School for dual use. Sports facilities will include: a six-lane 25m swimming pool (13m wide) with seating for approximately 50 spectators, and a 13x10m learner pool; a shared changing village for both pools which can be operated independently for co-use with public users; a five-court sports hall with associated changing facilities; 2 studio rooms with folding partitions to allow flexible use of the space and accommodate different activities; a community sports hub room (used as the Sheerwater FC Club room); a gym and fitness suite with 80 individual stations; and ancillary facilities to support the new and enhanced playing pitches.
- 11.93 The new leisure centre and other adjacent sports facilities at the School will help meet the needs of new residents of the proposed housing development, in an accessible location. It is proposed that Freedom Leisure oversee and ensure community use of the new sports facilities.
- 11.94 Total infrastructure / leisure works are estimated to cost £86.32m over the entire length of the project. The leisure centre element is estimated to cost £12.6m, which will be delivered in Phase 1 of the project, due to be completed by Summer 2020.

Public Realm

- 11.95 Public Realm are those parts of a village, town or city (whether publicly or privately owned) that are available, free of charge, for everyone to use or see, including streets, squares, parks, gardens, and a wide variety of incidental open spaces. There is a tendency to undervalue these areas, which provide the backdrop to people's daily lives. For a development to be successful, the detailing of a scheme and its public realm areas needs to be of a consistently high standard. Good quality public realm is more than aesthetically pleasing, it can also provide amenity for local residents, contribute to a reduction in fear of crime, aid movement in and between places, enhance biodiversity, create local distinctiveness and sense of place, and improve quality of life.

Evidence base

- Development Management Policies DPD
- Woking Design SPD
- Woking Economic Development Strategy 2017-2022
- Woking Social and Community Facilities Study 2011

- 11.96 The Development Management Policies DPD sets out in Policy DM17 how development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. The detailed criteria for assessing the public realm element of new development proposals include:

- ensuring schemes provide for or contribute towards an appropriate range of public realm features, including spill-out spaces for trade, events, relaxation and recreation;
- they enable easy, inclusive access into and through the public realm and to buildings that provides adequately for the mobility needs of all users having regard to age, gender and disability;
- ensuring that any car parking and provision for servicing are appropriate to the context and sensitivity integrated so as not to dominate the public realm;
- ensuring schemes incorporate appropriate street furniture, clear signs, lighting and surface and landscape materials and planting of high quality, environmental performance and durability that enhance the quality, character and appearance of the public realm through their siting and design.

11.97 Regard should be paid to the Design SPD, which promotes the following design principles:

- public spaces should be functional and actively attract their use;
- public and private spaces should be clearly defined and designed to be attractive, functional, well managed and safe;
- landscape is integral to the character of the Borough's streets and must be appropriately recognised through proposals.

Current Provision

11.98 Woking's Economic Development Strategy recognises the value of creating a high-quality, modern environment where businesses choose to locate, people aspire to live, and visitors choose to visit for leisure, culture and shopping. In the last five years, there has been real progress in implementing the Economic Development Strategy 2012-2017, including significantly improving the core Town Centre public realm.

11.99 A public-private partnership between Woking Borough Council and property company, Moyallen, under the brand Woking Shopping, has developed a masterplan comprising a series of town centre initiatives designed to sustainably rejuvenate the core of Woking. The first stage of redevelopment took place in the heart of Woking at Jubilee Square with the creation of quality public space, involving major structural changes, and the creation of 'Market Walk' – a covered artisan market, completed in Autumn 2014. The second stage of this development was to significantly refurbish and upgrade Commercial Way with new public realm, reconfigured retail units and the creation of a 'casual dining' quarter. These projects serve to improve the shopping environment and create new civic space for shoppers, visitors to the town and for businesses.

11.100 The public realm continues to be improved and the area between Alexander House and Provincial House has been enhanced, with:

- new high quality granite paving, street furniture, lighting, cycle hoops and wayfinders
- new species of Sweetgum and Elm trees
- façade and canopy enhancements to Wolsey Place Shopping Centre
- upgrades to the CCTV system
- the creation of a new square at the eastern end of Commercial Way adjacent to Mercia Walk and Church Path
- space for occasional specialist markets and events.

Planned Provision

- 11.101 The latest Economic Development Strategy 2017-2022 includes a Place Making priority for action 'PM2: continue with investment in public realm infrastructure throughout the Borough'. A second phase of the Commercial Way enhancement works, from Chapel Street towards Cawsey Way, will be completed as part of the ongoing Wolsey Place asset management works and completed with the proposed Victoria Square development. The Victoria Square redevelopment will result in two new civic spaces – Victoria Square and a new covered square. In addition to these projects, the Council's Investment Programme to 2019/20 includes plans for Wolsey Place Mall refurbishments and widespread WiFi enablement, which will each contribute to the improvement in quality and usage of the Town Centre public realm.
- 11.102 Plans to improve public realm outside of Woking Town Centre include:
- Sheerwater Regeneration Scheme: will include modern retail space, public open space and associated public realm improvements;
 - Sheer House Redevelopment, West Byfleet: outline proposals, which achieved planning permission in October 2017, include a mixed-use development of residential, commercial and retail space with improved public realm.
- 11.103 The draft Site Allocations DPD sets out a series of key requirements for sites which development proposals should consider. The majority of Urban Area site allocations include the requirement to make improvements to the quality of the public realm.
- 11.104 Public realm infrastructure has been classed in this IDP as a facility for the community, although the Social and Community Facilities Audit did not consider the provision and capacity of the Borough's public realm. To date, social and community facilities infrastructure does not feature on the Council's Regulation 123 list, and is not therefore funded through CIL, including public realm elements. It therefore continues to be funded through s106 contributions if the tests on planning obligations can be met, as well as other funding sources. This position may be updated as part of future reviews of the charging schedule.

Public Art

- 11.105 Public art has many potential benefits for the community, including: enhancement of the built environment; humanisation of public spaces; stimulation of discussion and debate; increasing the use of open spaces, reducing vandalism by encouraging a sense of pride and ownership; and helping to build our cultural heritage by introducing permanent public art features.
- 11.106 Public art may be new work commissioned specifically for a particular site, or an existing work sited in a public place. It may be a permanent fixture, or temporary, internal or external, as part of an existing building or a freestanding piece of work. In development proposals it can take the form of a range of visual attractions such as playground designs, street furniture, lighting schemes, landscape, sculptures, murals and gateways.

Evidence base

- Development Management Policies DPD
- Public Art Strategy 2007

- 11.107 The Development Management Policies DPD sets out in Policy DM17 how in appropriate cases the Council will encourage the provision of works of art as part of a site development which contributes positively to the amenity of the area, paying regard to the Borough's Public Art Strategy 2007 and provisions in the Design SPD.
- 11.108 The Design SPD sets out how new developments offer opportunities to enhance the streetscape and public realm, and the use of public art can help achieve this.

Current Provision

- 11.109 Woking currently has the following public art assets, the majority of which are located within Woking Town Centre.
- Gloucester Square Fountain by William Pye. A bronze fountain on stone and brick base. Commissioned by WBC/LET as a planning benefit of the Peacocks development.
 - 'Rompig Badgers' by Reece Ingram. A figurative stone sculpture. Commissioned by WBC/LET as a planning benefit of the Peacocks development.
 - Town Gates, by Alan Dawson. Colour coated metalwork on brick piers. Commissioned by WBC as a planning benefit of Barclays Bank development.
 - Town Square War Memorial. A stone memorial with figurative bronze angel sculpture. Commissioned by former Urban District Council.
 - 'Martian' Sculpture by Michael Condron. A stainless steel sculpture with hard landscape works and art metal inserts. Commissioned by WBC.
 - Jet aircraft installation. Post mounted decommissioned aircraft. Commissioned by WBC.
 - High Street Mural by R. Hoare & A. Potter. A board mounted painted mural depicting a scene of Victorian shops in High Street. Commissioned by WBC/ BR/ local traders.
 - Station Subway Mural. A mosaic tile mural depicting locomotives. Commissioned by WBC as a planning benefit of Railtrack development.
 - Victoria Way Subway Mural. A mosaic tile mural depicting scenes from H. G. Wells – 'War of the Worlds'. Commissioned by WBC for Centenary of the novel set in Woking.
 - Victoria Arch Mural by R. Hoare & A. Potter. Cold enamel individual mural panels on cut metal depicting historic images of Woking with floodlighting to each panel. Commissioned by WBC for Centenary.
 - Victoria Way Market Fence Mural. A photomosaic of perspex panels of traders. Commissioned by WBC.
 - Woking Park Fuel Cell Mural by Allan Potter. Cold enamel on aluminium panels. Commissioned by WBC.
 - Father of the Fuel Cell by Ulli Knall. A Statue of William Groves in Woking Park to mark the opening of the first operational fuel cell in Woking 125 years after it was first invented, sponsored by BOC, the Grove Symposium Steering Committee, Turquoise Corporate Finance Consultants and Anglo Platinum.
 - The Anchor next to Centrium on Victoria Road was commissioned by Barratts as a fulfilment of their public art contribution for the development. It was created by artist Vincent Jack from Farnham.
 - Launching Pegasus, on Broomhall Common, opposite the Brewery Road car park. The winged horse was sculpted from a 250-year old Oak, (irretrievably damaged by a Tornado in November 2007). It was commissioned by Horsell Common Preservation Society (HCPS) as a gift to the community of Woking and was created AD-Tree Pirates based in Somerset.
 - Recycled bicycles planted with flowers are located roundabouts on Victoria Way and Brookhouse. They were commissioned by the Council to promote the first Tour

Series cycling event in 2009 but became permanent features to reflect and support the Council's endorsement of cycling.

- Woking Park Ockenden Sculpture. A composite resin sculpture on plinth celebrating the work of the Ockenden Project;
- The Bedser Twins by Alan Sly. Two bronze sculptures of Woking's famous sons, The Bedser Twins, located on the bedser bridge over the Basingstoke Canal, situated between The Living Planet Centre and The Lightbox.
- Cushion Gardens by the Liaise Women's Centre. Hand-crafted resin seating blocks created using recycled materials, located in the seating area on Christchurch Way.
- Novelist and Thinker by Wesley Harland. H.G. Wells figurative sculpture commissioned by Woking Borough Council as part of the 'Wells in Woking' 100th anniversary programme in 2016. Currently located in the Lightbox Courtyard, but will be moving to Chobham Road, outside the Victoria Gate development once completed.
- The Space Between by Richard Heys. 7m-tall abstract art installation made of oak and a representation of The Jam, whose band members were former Woking Residents. This three-pronged sculpture in the New Central development was created by East Sussex artist, Richard Heys, alongside local school children as part of the £250million development of flats by Barratt Homes in Guildford Road.
- Winning Shot by Christine Charlesworth. A bronze sculpture of former Paralympic basketball player Ade Adepitan and a mosaic.
- Surrey Hills by Sara Holmes. Legacy art of the 2012 Cultural Olympiad programme, located in Wolsey Place Shopping Centre. A sculpture of three willow cyclists on metal hills.
- 'Capture the Action' Mosaic. Legacy panels of the Cultural Olympiad programme located down Market Walk.
- Surrey Olympic Cycle Waymarker by Jono Retallick. Waymarker is located on Parvis Road in Byfleet to mark the route of the London 2012 Olympic Cycle Road Race.

Planned Provision

- 11.110 Woking Borough has great potential for public art in its urban open spaces, parks and green spaces (locations that are freely accessible to the public) – which can be enhanced or developed further.
- 11.111 The Council's Public Art Strategy was adopted by the Council in April 2007. The strategy provides guidance on the opportunities for future investment and commissioning of public art in Woking Borough. Specifically, the strategy sets out broad locations for public art across the Borough, for example, gateways, along cycle and walking routes, greenspaces, along the canal and river side and in the town and local centres.
- 11.112 There are currently commitments and/or aspirations for new works of art at:
- Kingsmoor Park - Totem sculpture to be commissioned by Thames Valley Housing and Surrey Arts for £6,500. Commissioned local artist, Ruth Wheeler from Sculpt It, to produce design and artwork with local schools and residents.
 - Brookwood Farm - £40,000 allocated from section 106 monies for provision of public art at Brookwood Farm. Art work could form part of the wayfinding across the site, an interpretation board, street furniture, or could be a single sculptural element.
- 11.113 To date, social and community facilities infrastructure, including public art, does not feature on the Council's Regulation 123 list, and is not therefore funded through CIL. Major development schemes are therefore expected to contribute to the provision of public art either on-site or by way of developer contributions. This is determined on a

case-by-case basis. In accordance with Policy DM17, the level of contributions that will be sought will depend on the scale of the development, the nature of the public art appropriate to the location and the cost of installation.

- 11.114 The Public Art Strategy sets out that developers will be required to make a financial contribution of between one and five per cent of the total development cost towards public art. An example of the application of a 1% tariff for public art:

$$\begin{aligned} &\text{Net build cost per dwelling (£1,200/m}^2\text{)} \times \text{Average dwelling floorspace (90m}^2\text{)} \\ &= \text{£108,000} \times 0.01 = \text{Average public art contribution of £1,080 per dwelling.} \end{aligned}$$

The financial contribution is then collected through the section 106 process. If the developer proposes to provide public art on-site, this can also be covenanted via the S106 Agreement.

12.0 Public Services

12.1 For the purpose of this IDP, the definition of public services includes:

- Waste management and disposal
- Libraries
- Cemeteries
- Fire and rescue
- Police.

Ambulance services are covered under the Health section.

Waste Management and Disposal

12.2 The National Planning Policy for Waste⁴⁸ sets out detailed waste planning policies, which should be read in conjunction with the NPPF, the Waste Management Plan for England and National Policy Statements. National planning practice guidance states that waste planning authorities should plan for the sustainable management of waste including:

- Municipal/household
- Commercial/industrial
- Construction/demolition
- Low Level Radioactive
- Agricultural
- Hazardous
- Waste water

12.3 The Surrey Waste Partnership (SWP) is made up of Surrey County Council (SCC) and the 11 district and borough councils in Surrey, including Woking Borough Council (WBC). The 11 district and borough councils are Waste Collection Authorities (WCAs) and are responsible for the collection of Surrey's municipal waste – which this section focuses on - which includes waste from households⁴⁹. The Waste Disposal Authority is Surrey County Council (SCC), responsible for the disposal and treatment of Surrey's municipal waste collected at the kerbside and waste and recycling from Surrey's Community Recycling Centres (CRCs). WBC works closely with SCC to identify and protect those sites needed for waste management facilities.

12.4 From September 2017, waste and recycling bins across the Borough are emptied by Amey on behalf of Joint Waste Solutions. This new organisation has been formed to manage waste services for four Surrey district and borough councils, and to develop initiatives to improve recycling performance across the county. The contract covers all aspects of waste collection including household waste, recycling, food waste, garden waste, bring banks, clinical waste, bulky waste, replacement bins and can also provide a commercial waste service.

12.5 The Surrey Waste Plan was adopted in May 2008⁵⁰, and provides the planning framework for the development of waste management facilities in the county for a ten year period. It comprises of:

- Core Strategy
- Waste Development and Waste Development Control Policies DPD
- Key Diagram

⁴⁸ Available here: <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

⁴⁹ Waste from households refers to all waste collected by SCC and the 11 districts and boroughs. The main component of this, approximately 86%, is household waste with the remainder coming from other activities such as street cleaning, parks and grounds, business and construction.

⁵⁰ And subsequently amended by order of the High Court in March 2009

- Key Development Criteria
- Site Maps.

12.6 Surrey County Council is currently preparing a new Surrey Waste Local Plan 2018 which is likely to be adopted late 2019.

Evidence base

- Surrey Infrastructure Study 2016
- Surrey Waste Plan 2008
- Draft Surrey Waste Local Plan (October 2017)
- Joint Municipal Waste Management Strategy, Revision 2, Surrey Waste Partnership (2015)
- Woking Design SPD

Existing Capacity

12.7 In 2016/17, 347.1kg of household waste per person was collected in Woking, which was a decrease of 2.3% from the previous monitoring period. The following table demonstrates how trends fluctuate year by year, but over recent years the amount of household waste collected has decreased.

	Target (Kg of household waste pp collected)	Kg of Household Waste pp Collected	% increase
2003/04	-	342	
2004/05	-	359	5.0%
2005/06	-	391	8.9%
2006/07	-	396	1.3%
2007/08	-	382	-3.5%
2008/09	-	363.3	-4.9%
2009/10	355	357.5	-1.6%
2010/11	363	368	2.8%
2011/12	321	370.3	0.6%
2012/13	372	350	-5.5%
2013/14	331	361	+0.9%
2014/15	325	360.1	-0.25%
2015/16	371	355.3	-1.33%
2016/17	371	347.1	-2.3%

Table 17: Kg of household waste per person collected. Source: Neighbourhood Services, WBC

12.8 The Joint Municipal Waste Management Strategy 2015 (JMWMS), which covers Surrey as a whole, set a revised recycling and recovery rate target for 2019/20 of 70%. Woking is currently achieving a rate of 60.1%. The following table demonstrates, however, that recycling rates have started to level off and major changes will be required to make any significant improvements in the future – a similar situation being experienced throughout the county.

	Recycled %	Composted %	Garden waste%	Food Waste%	Total %
2003/04	14.4	5.0	-	-	19.4
2004/05	15.4	8.2	-	-	23.6
2005/06	19.7	9.3	-	-	29.0
2006/07	27.2	11.2	-	-	38.4
2007/08	30.2	10.8	-	-	41.0
2008/09	32.33	11.7	-	-	44.0
2009/10	30.7	13.2	-	-	43.9
2010/11	30.5	14.2	-	8.7	54.2
2011/12	29.5	-	18.67	8.84	57.0

2012/13	29.8	-	20.71	8.62	59.1
2013/14	30.1	-	21.6	8.0	59.7
2014/15	29.7	-	22.3	8.0	60.0
2015/16	29.1	-	21.5	9.5	60.1
2016/17	27	-	22.7	10.4	60.1

Table 18: Percentage of waste recycled and composted. Source: Neighbourhood Services, WBC

- 12.9 There are no waste treatment facilities or landfill sites in Woking Borough. The residual waste from Woking collections is taken to a waste transfer station at Slyfield Industrial Estate, Guildford. Co-mingled recyclables collected from the kerbside are delivered to a Material Recovery Facility (MRF) operated by Grundon at Leatherhead.
- 12.10 In addition, Woking also has 10 recycling banks or 'bring sites' distributed across the Borough at:
- West Byfleet Waitrose, KT14 6NE
 - Pyrford recycling banks, GU22 8SP
 - Maybury shops recycling banks, GU21 8ER
 - Woking station recycling banks, GU22 7AA
 - Woking Morrisons, GU21 6NX
 - Parley Drive Layby, Parley Drive
 - Woking Waitrose Goldsworth Park, GU21 3LG
 - St John's Lye Car Park, GU21 7SQ
 - Knaphill (Queen's Road) recycling banks, GU21 2DX
 - Brookwood Sainsbury's, Knaphill, GU21 2QT
- 12.11 In Woking there is one civic amenity site (or community recycling centre) at Martyrs Lane which underwent refurbishment in 2010/11 to increase capacity and to enable a wider range of waste that can be disposed of at the site. The centre is run by SUEZ Surrey (formerly known as SITA Surrey). See map 27 below.
- 12.12 The civic amenity site at Martyrs Lane provides facilities for recycling, storage, and materials recovery and processing. The following household waste can be deposited:
- Construction waste (limits on quantity)
 - Wood
 - Electrical
 - Glass
 - Household hazardous waste
 - Household waste
 - Garden waste
 - Metals
 - Other recyclables
 - Paper
 - Plastics
 - Textiles and clothing.
- 12.13 The civic amenity site is 0.36ha in size and situated in the Green Belt. There is limited, if any, scope to expand or further develop the facility, but it has been safeguarded in the 2017 SWLP as part of the established CRC network.
- 12.14 In 2016, Elm Nursery in Sutton Green commenced operation as a waste facility for the importation, storage, processing and transfer of wood waste for biofuel, processing 1,000 tonnes of waste per annum.
- 12.15 There is also a civic amenity site close to the Borough boundary at Slyfield, in Guildford Borough. Also close to the Borough boundary, at the former Wisley Airfield, planning

permission has been granted for a waste plant that would process 30,000 tonnes of rubbish a year and a composting facility. The site has been excluded from the 2017 SWLP after the preliminary sift of longlisted sites took into account a recent planning application for the site, currently being determined by appeal, for a large mixed-use development scheme.

Future Demand and Planned Provision

- 12.16 Over the last ten years, levels of household waste in Woking have decreased by 9% from 382kg of household waste per person in 2007/08 to 347.1kg in 2016/17, despite population increases during this time. This is consistent with county-wide trends. The Surrey Waste Partnership set targets in its 2010 JMWMS to reduce municipal waste by at least 30,000 tonnes by 2013/14 and to increase the amount of waste recycled, re-used or composted to 70% by the same year (compared to a national target of 45% by 2015).
- 12.17 The Partnership was on target to achieve the 30,000 tonnes target but there was a significant increase in 2013/14 which went against the downward trend that meant the target was not met (possibly caused by extreme weather and possible increases in consumerism). The amount of waste sent to landfill has declined dramatically from 67% in 2006/07 to 11% in 2013/14, making Surrey one of the leading counties in the country. Recycling increased from 31% in 2006/07 to 52% in 2013/14, which is a good achievement, but the aspirational 70% target was not met. As table 19 above shows, Woking is achieving a rate of 60.1%, and rates are starting to level off.
- 12.18 The latest JMWMS (2015) aims for Surrey to be the leading county area in England for waste management. By 2019/20, the target is a 70% recycling and recovery rate, and for 0% of municipal waste sent to landfill.
- 12.19 In September 2017, WBC entered a new joint waste collection contract, called Joint Waste Solutions. The joint contract seeks to save costs whilst maintaining a high quality customer service. Access to new ICT solutions are expected to improve recycling rates.
- 12.20 Woking's population will increase during the revised JMWMS period (to 2024/25), and this, along with the associated increase in new homes, will result in more waste and therefore more pressure on waste services. This trend, along with a reduction in funding from central government, will put pressure on the Council's services.
- 12.21 The Waste Capacity Needs Assessment accompanying the emerging Surrey Waste Local Plan (SWLP) 2017 demonstrates that between 12.60ha to 19.76ha of additional land (not including C&D Recycling) would be needed to meet estimated future needs across Surrey for non-landfill waste management capacity to 2033.
- 12.22 A new, draft SWLP has therefore been prepared in 2017 to ensure that land is available so that sufficient waste management facilities can be provided to manage the equivalent amount of waste arising in Surrey. It covers the period 2018 to 2033 and will help ensure that Surrey has land available to deliver the waste management infrastructure needed to support growth and development, including that of Woking Borough. Currently undergoing 'Regulation 18' consultation (to February 2018), if adopted it will replace the Surrey Waste Plan 2008 and become part of the Development Plan for Woking.
- 12.23 Evidence from monitoring the historic delivery of waste management infrastructure in Surrey suggests that the large proportion (67%) of additional capacity was provided by new facilities developed on allocated sites. A proportion of additional capacity (16%) was also provided by new facilities on unallocated sites. The intensification and enhancement of sites in existing waste use also accounts for some 15% of additional capacity.

Additional capacity on unallocated land already in industrial or employment use accounts for an additional 4% capacity.

- 12.24 The new SWLP is due to be adopted in Autumn 2019, so the existing, 2008 Plan should be referred to for current waste policy. The 2008 Plan includes sites across the county with potential for waste management facilities, including in Woking Borough:
- Avro Way, Brooklands Trading Estate, Byfleet Woking/Elmbridge
 - Byfleet Industrial Estate, Oyster Lane, Byfleet Woking
 - Monument Bridge East Industrial Estate, Woking
 - Goldsworth Park Industrial Estate, Woking
 - Sheerwater Industrial Estate, Woking
- 12.25 Policy WD2 states that planning permission for development involving the recycling, storage, transfer, materials recovery and processing...of waste will be granted on land that is, or has been used, or is allocated in a Local Plan or Development Plan Document, or has planning permission for industrial or storage purposes (provided that other key development criteria are met).
- 12.26 As part of the preparation of the new SWLP, a preliminary sieve of longlisted sites was conducted, including the above sites (except Sheerwater Industrial Estate). The sites were subsequently excluded from the shortlist of sites in the new SWLP. However, the SWLP makes provision, through policy 11, for the possibility of waste related development being located on established employment sites, including those listed above, the following sites assessed at the longlist stage, and any other land in the Borough identified for employment uses:
- Kingsway Business Park, Forsyth Road;
 - Camphill Road Industrial Estate, Camphill Road, West Byfleet;
 - Martlands Industrial Estate, Smarts Heath Lane, Worplesdon.
- 12.27 The new SWLP retains land at Martyrs Lane to the east of the existing community recycling centre as an allocated site – see Map 27 below. The 7.3ha site is a former landfill site, currently undeveloped which comprises scrub and grassland. As the site is in the Green Belt, very special circumstances would need to be demonstrated for waste infrastructure development to be permitted.



Map 27: Land at Martyrs Lane allocated for waste management facilities in the existing and new SWLP (to the east of the existing Community Recycling Centre)

- 12.28 The Surrey Waste Plan 2008 had also allocated land at Heather Farm, Horsell, for waste uses. In 2015, the site was acquired by Horsell Common Preservation Society and it is now used for community and conservation purposes, including for Suitable Alternative Natural Greenspace. The site has therefore been excluded from the new SWLP.
- 12.29 It is expected that some appropriate sites will become available throughout the plan period and that the waste management industry will bring them forward for development.
- 12.30 Guildford Borough Council's draft Local Plan (December 2017) allocates land for the Slyfield Area Regeneration Project. This would include relocating the Slyfield community recycling centre and waste transfer station (which processes Woking's municipal waste) to Moorfield Road, Guildford. By moving the Slyfield waste site to a different location on the Slyfield estate, a new waste transfer station could include a fully enclosed building for municipal waste, and provide an opportunity to collect more materials for recycling in line with expected increases in the proportion of the total waste stream that can be recycled. This infrastructure project is expected to be delivered in the first five years of the Plan (2017 – 2022).
- 12.31 It is important that waste management issues are addressed in the design stage of new developments to make sure that waste arising during the construction and operational phase can be managed sustainably. New developments are encouraged to incorporate storage facilities that ensure the recycling of waste is maximised, and provide adequate space for bin storage. This is highlighted in policy CS21 of Woking Core Strategy. The Council has set out some design principles in its Design SPD, and also uses planning conditions to encourage or require developers to set out how waste arising from the development is to be dealt with. Developers should take into account the following guidance:

- Proposed waste and recycling management arrangements for developments are required to be submitted to and approved in writing by the Local Planning Authority prior to any development taking place. Such details as may be agreed shall be implemented and retained thereafter. This will ensure space on site is secured for storage of waste receptacles, confirm the appropriate number and style of receptacles will be supplied by the developer and secure details of how the collection will work in practice.
- In the interest of amenity and to ensure a more satisfactory form of development, no development shall take place until details of the siting and means of enclosure of refuse bin storage areas have been submitted to and approved in writing by the Local Planning Authority. The bin stores and facilities shall then be provided in accordance with the details so approved prior to the first occupation of the development and retained thereafter.
- Developers are expected to contribute all the costs of waste and recycling infrastructure where the need for those facilities arises directly from the development.
- Developers will be required to cover all the costs of providing new bins and home composters required by the residential development.
- New developments should provide safe and convenient facilities for residents to recycle and dispose of their waste.
- Facilities for waste and recycling collection should be designed into new developments.
- An integrated approach to waste and recycling collection helps contribute to sustainable waste management and waste minimisation.

Libraries

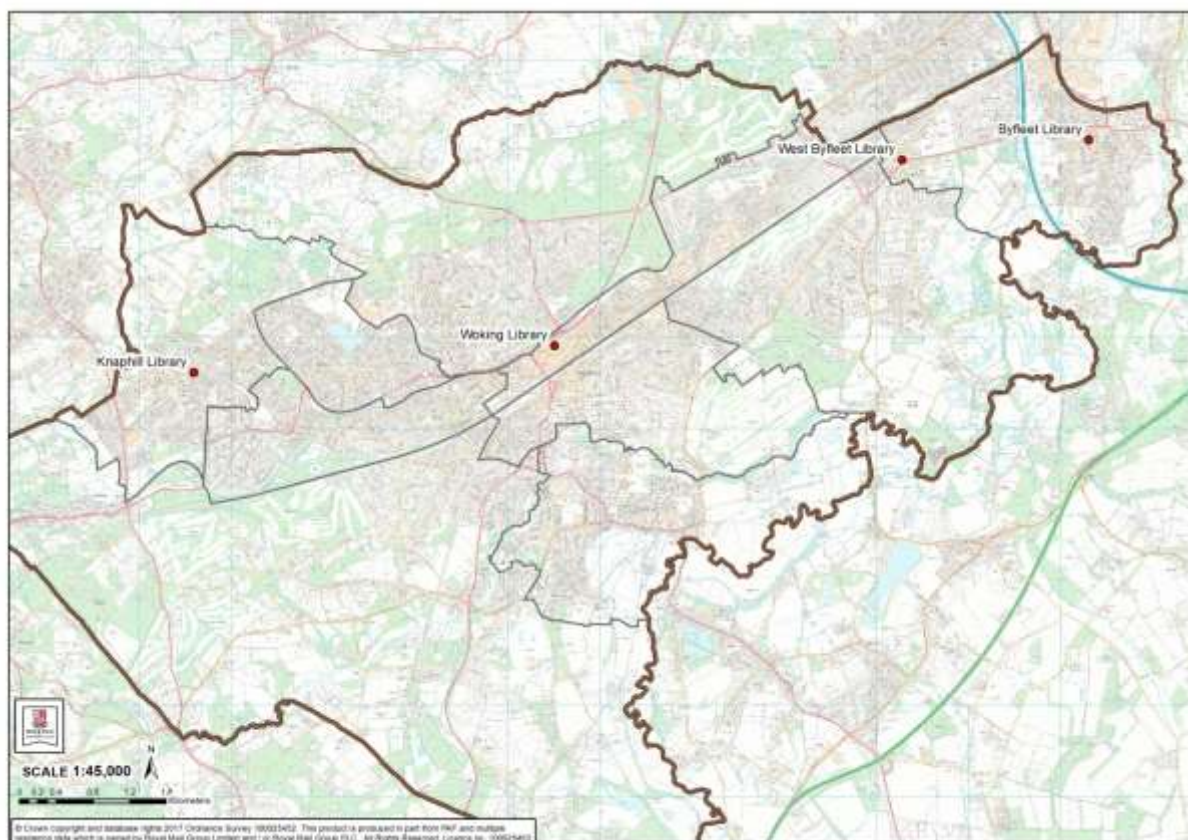
- 12.32 Public libraries meet the wide social, educational, cultural and information needs of communities, ensuring they are both economically and socially successful. Libraries provide free access to books, information, Information technology (IT) and opportunities for learning. Due to financial pressures, the library service in Surrey continues to be subject to review.
- 12.33 Surrey County Council has a statutory duty to provide a 'comprehensive and efficient library service', for all persons desiring to make use of it under the Public Libraries and Museums Act 1964. The precise size and scope of the service is not specified, and there is no national strategy guiding the library service. However, in 2016 the Government's Libraries Taskforce published 'Libraries Delivery: Ambition for Public Libraries in England, 2016-2021'. The report challenges both central and local government to think and act differently to transform library services to better respond to both the way people use libraries, and to increasing financial and demographic challenges.
- 12.34 The report argues that the existing public library estate shouldn't be preserved in aspic. The Taskforce has produced a toolkit to help local government assess their communities' needs, and plan how to meet them using a range of different delivery models. These models might include:
- local authority run;
 - commissioned libraries: local authority outsourced or commissioned to a third-party organisation;
 - local authority outsourced to another local authority (shared services, either as a whole service or for certain functions);

- community run with local authority support: for example the council provides IT equipment and book stock; some funding; and some input from paid staff who visit, liaise and provide professional input.

- 12.35 In Surrey, a public value review of library services was carried out in 2010-2011 during which all aspects of the service were reviewed and a strategy developed for the library service. As part of the Libraries Public Value Review, 10 libraries in Surrey were identified to become Community Partnered Libraries (CPLs), including Byfleet in Woking Borough. In September 2012, the CPL at Byfleet was launched. The CPL model marked a major step-change in how access to library services is delivered in Surrey.
- 12.36 The review also recommended that the mobile library service should be discontinued due to low levels of use; an action that was subsequently implemented in 2011. SCC offers a range of services for those unable to get to a static library. The Library Direct Home Service is where volunteers deliver books to individuals; and Community Settings services are where staff members or volunteers deliver library resources to care homes, nursing homes etc.
- 12.37 A Library Task and Finish Group was established in 2016 by Surrey County Council (SCC) to examine the service and make recommendations on what the library service offer to Surrey residents should look like in 2020. The Task Group recognises that libraries increasingly need to diversify their funding – generating additional income streams to help support existing services and to develop new ones.

Current Provision

- 12.38 Surrey's library service currently operates a network of 52 libraries, and members can borrow books from any of these and then return them to any branch they choose. Although many customers are loyal to just one branch, it is often the case that, for convenience, people choose to use the library nearest to where they work or shop and as a result, library customers often use more than one library branch.
- 12.39 SCC operates three libraries in Woking Borough, at Knaphill, West Byfleet and Woking. Byfleet is a Community Partnered Library, run by community volunteers – see map 28 below. These offer a range of facilities, including DVD lending, internet access and printing facilities, photocopying and faxing, reading groups for adults and children, community events, and arts and stationary materials for sale.



Map 28: Libraries in Woking

- 12.40 It is understood that all three SCC-operated libraries in Woking are in good condition and well maintained. In 2012, as part of the Woking Town Centre regeneration project, Woking Library was fully refurbished and now offers a modern, comfortable space that provides a interactive, stimulating environment for the whole community. Knaphill and West Byfleet libraries underwent refurbishment in 2007 and 2010 respectively.
- 12.41 Due to continued cuts to funding, rising costs and increasing demands for key services, SCC has had to find savings in the delivery of library services. As part of these savings, Woking library saw a reduction in opening hours after 5pm (assessed as a less busy period), from October 2017. There have been no changes to the opening hours of West Byfleet and Knaphill libraries.

Future Demand and Planned Provision

- 12.42 National library usage figures, prepared annually for the Chartered Institute of Public Finance and Accountancy, show that library visits in Surrey are in decline (-10.4% between 2010/11 and 2014/15). However Surrey's decline has been slower than the national average. The Surrey Library Task and Finish Group is currently working with the Library Service officers at SCC to plan a strategy to transform the library offer in Surrey; ensuring the offer remains current and relevant to Surrey's residents and library customers; and to ensure that Surrey's libraries remain relevant in the future, and in step with changing trends and embracing new technologies.
- 12.43 The Public Value Review of Libraries confirmed that any future provision of new facilities is anticipated to be delivered as part of a hub or shared facility. Surrey's existing strategy on library provision is centred on maximising capacity within existing infrastructure rather than the addition of new, physical infrastructure. It is also understood that SCC is

seeking to deliver additional choice to all residents across Surrey through a shift from physical facilities to online services such as e-books and electronic information. A greater shift to digital delivery may generate physical capacity within the Borough's libraries that could be utilised for other community services.

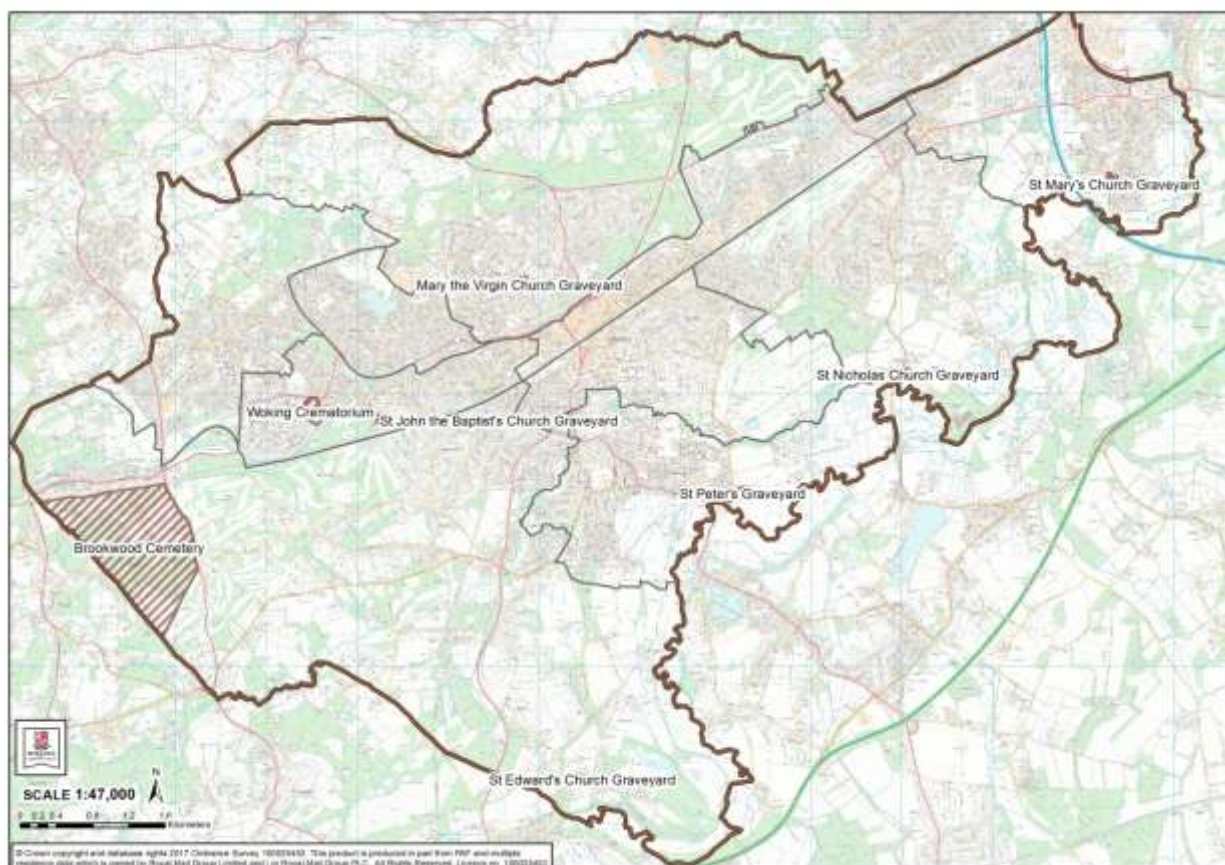
- 12.44 The draft Site Allocations DPD allocates two sites which, if redeveloped, would improve future library capacity in the Borough:
- the library at 71 High Road, Byfleet is allocated for mixed-use development to comprise residential and community use development, including replacement library services;
 - land at Station Approach, West Byfleet (including Sheer House) is allocated for mixed-use development to comprise retail, residential and community uses, including replacement library services.
- 12.45 Redevelopment at these sites would provide an opportunity to enhance existing library services and help meet future demand from housing growth.

Cemeteries

- 12.46 There is a statutory duty under the Local Government Act 1972 and the Cremation Act 1902 and 1952 for the disposal of the dead; however this does not have to be provided by a local authority. Section 214 of the 1972 Act gives the Council the power to provide for the disposal of the dead or contribute towards the expenses of another provider (where provision is made for local residents), however where existing provision exists the Council is under no obligation to do either.
- 12.47 In the July 2015 Budget, the Chancellor announced a review of the size and provision of crematoria facilities to make sure they are fit for purpose and sensitive to the needs of all users and faiths. The review was announced in response to concerns about the capacity of crematoria (as cremations have become increasingly popular), in particular to accommodate Hindu and Sikh cremations, at which traditionally larger numbers of mourners wish to attend.
- 12.48 Whilst the primary function of cemeteries and churchyards is as burial grounds, their secondary function as green infrastructure is also recognised; providing opportunities for quiet recreation and biodiversity. The 2008 Open Space, Sports and Recreation Facilities Audit gives recommended thresholds for public access to cemeteries for recreation of 5,000m for cemeteries greater than 20ha and 800m for cemeteries of less than 20ha. Brookwood cemetery alone provides access for approximately half the Borough. The Green Infrastructure section provides a detailed assessment of open spaces across the Borough, and takes into account the GI function of cemeteries.

Current Provision

- 12.49 Provision for burial and cremation within Woking Borough is provided by the following facilities (shown on map 29 below). In addition, use is made by former residents of facilities in neighbouring boroughs and sometimes further afield.



Map 29: Cremation and Burial Facilities in Woking

Woking Crematorium

- 12.50 Woking Crematorium was the first crematorium built in the UK in 1878, although the first cremation did not take place on the site until 26th March 1885 due to local opposition. The site currently occupies approximately 4.9 ha of space and the buildings are Grade II listed.
- 12.51 This facility is able to accommodate demand from the local area with the majority of clients being former residents of the Borough. There is no differential in charges for residents and non-residents.

Brookwood Cemetery

- 12.52 Brookwood Cemetery was acquired by WBC in 2014. It covers a total area of 143ha. Opened in 1854, it remains the largest cemetery in Western Europe and was listed as a Grade I Historic Park and Garden in June 2009.
- 12.53 Since opening, over 250,000 people have been buried there. Due to its size, there is considerable capacity remaining at the cemetery for use by a wide variety of different faith, and non-faith, members of the community. Various sections are available, including for woodland burials and green burials (environmentally-friendly coffins). Reduced prices exist for residents of the Borough, and for some burial plots, people living within a 15 mile radius of the site.
- 12.54 Brookwood Cemetery is open to members of the public on every day of the year, including Public Holidays. Visitors are welcome to explore the grounds of the cemetery,

and it provides an important service to the community as an open space for quiet contemplation.

Church Graveyards

12.55 There are a number of churches within the Borough providing burial grounds. In many cases provision comprises a closed cemetery surrounding the church which is only used for burial for family members within existing family plots, and a new open cemetery, usually adjacent or close to the closed one. Some graveyards which are closed for burial have gardens of remembrance for the internment of cremated remains. The following churches have open cemeteries which are usually reserved for parishioners:

- St Mary's Church, Byfleet (there is approximately 25 years of supply). The Church also owns additional land nearby originally allocated for burial which is currently in sport/recreational use.
- St Nicholas Church, Pyrford.
- St Mary the Virgin Church, Horsell (there is still approximately two years capacity with the graveyard surrounding the church, and an estimated 10 years supply of land for the internment of cremated remains).
- St Edward the Confessor, Sutton Park. There are four sections to the graveyard – graveyard 1 to the east of the church is the original cemetery which is only used for founders and their descendants; graveyard 2 to the south of the Church is now full; graveyard 3 to the south-west of the church has capacity for new burials; and graveyard 4 to the west of the hall, which has been consecrated but not yet taken into use. This is thought to have an estimated capacity of 1,500 plots. This graveyard is for use by Catholics from the parish and neighbouring parishes.

Closed cemeteries

12.56 There are five closed cemeteries in the Borough which are open for recreation in addition to visits by the bereaved. These include:

- St Peters Church, Old Woking
- Burial Ground, Old Woking
- St Mary's Church, Byfleet
- St Nicholas Church, Pyrford
- St Johns Church, St Johns.

Memorial gardens

12.57 A number of churches have memorial gardens for the internment of cremated remains.

Current Provision Adjacent to the Borough

Crematoria

12.58 Generally any member of the public is able to choose a crematorium irrespective of where they live. Due to their location, the following crematoria are sometimes used by residents of the Borough. In most cases fee charges are the same for residents and non-residents of the respective Borough.

- Guildford Crematorium
- Aldershot Crematorium
- East Hampstead Park Cemetery and Crematorium (Near Bracknell)
- South West Middlesex Crematorium, Feltham.

Cemeteries

- 12.59 There are a number of cemeteries surrounding the borough. In most cases fees are double for non-residents of the borough.
- Stoke Cemetery, Guildford Borough
 - Send Cemetery, Guildford Borough
 - Chobham Cemetery, Surrey Heath Borough

Cremation Verses Burial

- 12.60 Cremation did not become popular until after the Second World War. However it was not until the late 1960's that Cremation became the principle means of disposal of human remains. Statistics from the Cremation Society of Great Britain show that the cremation rate in the UK has been increasing steadily with the national average rate rising from 34.70% in 1960 to 75.44% in 2015. In the UK, only a few groups including Muslims, Orthodox Jews, Greeks and Russians actively oppose cremation.

Adequacy of Supply over the Lifetime of the Core Strategy

- 12.61 The Council recognises the need to ensure that there are adequate burial facilities for future generations as existing local burial sites become full. The needs of existing and future residents will be met by existing facilities in the Borough for the period of the Core Strategy: since the acquisition of Brookwood Cemetery by the Council in 2014, an investment programme has been prepared aiming to restore the grounds to their former glory, through a series of improvements (by 2020). This will enable the cemetery to realise its full potential as a space for burials and remembrance to serve Woking's growing population, as well as remain a haven for wildlife and visitors.
- 12.62 In addition, residents are also able to access facilities in neighbouring Boroughs, although costs may differ.

Fire and Rescue

- 12.63 Surrey County Council (SCC) is the Fire and Rescue Authority (governing body) for Surrey Fire and Rescue Service (SFRS). As a service of the county council, Surrey Fire and Rescue Service (SFRS) helps to achieve the council's Corporate Strategy and priorities which are wellbeing, economic prosperity and resident experience. The activity of Surrey Fire and Rescue Service (SFRS) focuses around 3 key areas Prevention, Protection and Response.
- 12.64 SFRS provides services to around 1.2m people who live in Surrey and to those who travel through our county. It covers an area of 1,663km², which includes large urban areas, vast stretches of motorway and close proximity to two major airports.
- 12.65 Service delivery is divided into geographical areas each with dedicated area teams. Woking is covered by the North West Area Team.

Evidence base

- Public Safety Plan 2016-25
- Surrey Infrastructure Study 2016



Map 30: Police and Fire Stations in Woking Borough

Current Provision

- 12.66 In July 2016, a new, modern fire station was opened in Woking as part of the Victoria Square redevelopment scheme – see map 30. Situated on Goldsworth Road, the new fire station remains in a central and well placed location to continue to serve the community. The new building is built to a high specification with state of the art training facilities and a large six vehicle appliance bay. The fire station occupies the entire ground floor and outdoor areas, with managed affordable apartments above over four floors, providing housing opportunities for the area.
- 12.67 The new fire station benefits from much improved training facilities and increased space. With the provision of a larger training tower for working at height training , road traffic collision simulation areas, concrete trench and ‘trees,’ firefighters can train and prepare for the many different scenarios they may be called to in the community. There may also be the additional potential for other organisations to benefit from the improved facilities.
- 12.68 Accessibility and resources for other stakeholders, such as community groups, is much enhanced compared to the previous station where multiple levels and a lack of lifts caused obstructions. Being located on the ground floor with access to disabled amenities, plus the provision of a dedicated disabled parking bay, ensures access for all.
- 12.69 Resilience and security is improved significantly in the new fire station. Power, fuel provision and storage are also improved, as are IT systems, protection of the site and CCTV. Resilience is particularly important as the fire and rescue service is a category one responder under the Civil Contingencies Act 2004, as well as having its statutory duties under the Fire and Rescue Services Act 2004.

Response Standards

12.70 Some services measure performance by the time taken to get the first person on site; SFRS measures its performance by the first fire engine on site.

12.71 The Surrey Response Standard outlined in the last Public Safety Plan (PSP) stated that the service aims to have its first fire engine at a critical incident within 10 minutes from when the crew is alerted and its second, if required, within 15 minutes on 80% of occasions. For all other emergencies, the service aims to have a fire engine at the incident within 16 minutes on 95% of occasions. In 2015/16 this was achieved on 79.46% of occasions. Any delays are usually by less than five minutes (72% of occasions) and are due to factors such as incident location, traffic and/or weather conditions. It should be noted that any fire cover changes in neighbouring fire and rescue services will impact response times.



12.72 SFRS sets this standard for itself and there is no agreed national standard for comparison, however it is possible to compare average response times with other fire and rescue services. Surrey belongs to a group of fire and rescue services which the Government identified as having similar characteristics. This is known as the Family Group. Surrey has an average response time to primary fires that is quicker than the Family Group and the national average.

Future Needs and Planned Provision

12.73 The service opened new fire stations in Guildford in 2015, in Woking and Salfords in 2016 and is planning to open one in Spelthorne. This means it is still able to respond to incidents as swiftly as before and, if necessary, can send more fire engines to an incident as overall demand has reduced compared with 10 years ago. Crewing levels have been reduced to four per fire engine while increasing the number of fire stations. The service will continue to review crewing levels based on assessment of the level of community risk.

Police

12.74 Surrey is policed by Surrey Police, with their headquarters located at Mount Browne just south of Guildford – accommodating the Chief Officer team, support services (ICT, HR, training, finance, communications, professional standards etc), dog training function, the force contact, control and dispatch centre, forensics and other operational functions that provide a force-wide service e.g. the Economic Crime Unit, central intelligence hub and Serious and Organised Crime Unit. Additional centralised resources such as the Major Crime Team and Collision Investigation Unit are accommodated at Woking police station.

- 12.75 The Police and Crime Commissioner (PCC) for Surrey is elected by the public to hold the Chief Constable and the Force to account. The day-to-day direction and control of Surrey Police remains with the Chief Constable; the role of the PCC is to be the voice of the community, to set the strategic direction for the Force and to provide effective financial and budget planning for the short, medium and longer term in collaboration with the Chief Constable.

Evidence base

- Police and Crime Plan for Surrey 2016-2020
- Surrey Infrastructure Study 2016
- Surrey Police Authority Business Plan 2011
- Local Policing Plan 2011-14

Current Provision

- 12.76 In 2010, Surrey Police identified 24 operational buildings that would be surplus to operational requirements following the implementation of an organisational re-structure and co-location of Neighbourhood teams with community safety partners in Borough Council offices. This led to the closure of Byfleet and Old Woking police stations, leaving only one police station in Woking at Station Approach in the Town Centre – see map 30 above. As well as co-locating in the Civic Offices, several small neighbourhood police posts have been established, typically in partner premises such as fire stations, libraries and community centres etc.
- 12.77 The Borough is also equipped with a network of Closed Circuit Television (CCTV).
- 12.78 Recorded incidents in Woking account for a total of 8.6% of incidents Surrey Police currently attend per year in the County. In 2015/16 the Annual Monitoring Report listed 40,744 households in the Borough, generating an annual total of 16,493 incidents that required Police response/action (thus placing a demand on resources). The total number of crimes recorded for this period was 5,281, or 32% of all the recorded incidents. Taking into account the number of recorded incidents and current number of households this results in 0.404 incidents per household that require police attendance in Woking.
- 12.79 According to the Surrey Infrastructure Study, currently Woking police station is not considered fit for modern needs with its old, inefficient building and severe parking issues.

Future Needs and Planned Provision

- 12.80 Surrey Police have undertaken an assessment of the implications of projected growth and development in Woking upon policing in the Borough, and have taken into consideration specific proposed site allocations where new development is foreseen (as at January 2017). The Force has argued that in order to maintain the current level of policing, developer contributions towards the provision of capital infrastructure will be required.
- 12.81 Over the life of the Core Strategy, a total of 3,212 homes is required (including the 5% buffer required by the NPPF), resulting in an additional 8,062 persons that would require the same level of policing that is currently delivered to existing residents. This is calculated to generate an additional 1,298 incidents per year once full occupation is achieved (at 0.404 incidents per household). To retain the current ratio of 103.7 incidents per officer per year, an additional 1,298 incidents would require approximately 12.5 additional uniformed officers and 11.4 additional support/divisional staff. Taking into

account the draft Site Allocations DPD to 2027, the spatial distribution of policing has been assessed as follows:

- Mount Herman, St Johns, Hook Heath, Mayford & Sutton Green – 2 additional officers required
- Woking Town – 2 additional officers required
- Byfleet, West Byfleet & Pyrford – 2 additional officers required
- Sheerwater – 1 additional officer required

12.82 The capital infrastructure required to support these new officers/staff has been broken down by Surrey Police and includes:

- start-up capital costs incurred by Surrey Police to officers and staff to undertake their role;
- adaptation costs for conversion of floorspace at Woking Police Station to accommodation additional officers and staff;
- investment in new patrol vehicles;
- improvements and additions to the Automatic Number Plate Recognition infrastructure in the Borough.

12.83 In terms of existing police buildings: moving forward, a replacement of both Mount Browne and Woking stations with a single modern HQ and potential colocation with other Blue-Light services could be a viable option.

Funding

12.84 It is the role of the Police and Crime Commissioner to set a revenue and capital budget for Surrey Police and determine the level of council tax raised to fund policing. Surrey Police's budget is funded from a combination of two primary sources – local council tax precept and central government grant. In terms of government grant, the Home Office allocates a total amount for policing in England and Wales and this is then divided up by means of a funding formula. The formula estimates police workloads on the basis of the socio-economic and demographic characteristics of each force area. In 2015, the Home Office attempted to produce a revised funding formula, but final decisions are yet to be made. In the meantime, the Association of Police and Crime Commissioners (APCC) and the National Police Chiefs' Council (NPCC) are working with police leaders to reform and transform policing by 2025.

12.85 Surrey Police's central budget has reduced by around 14% during 2010/11-2014/15; the Force receives the second lowest funding per head of population in England/Wales resulting in the highest local precept level.

12.86 Police funding is divided into revenue and capital funding. The revenue funding stream relates broadly to the day-to-day running costs of the Force, that is the payment and management of staff, the ongoing costs relating to running and maintaining buildings and equipment and repayment of loans used to fund capital projects. The capital funding stream relates to the provision of additional buildings, information technology, vehicles, equipment and other infrastructure items required for assets including; existing police services and increased pressures and requirements placed on the Force as a consequence of growth in demand for services. Funding received by the Police via the Council Tax precept is generally used for revenue purposes and is not directed towards capital projects/programmes on the basis that directing funds towards such projects would diminish that available for the delivery of front line policing services.

12.87 Surrey Police state that the funding allocated via Home Office grants, the Council Tax precept and other specific limited grants are insufficient to fund in full requests for capital

expenditure. In practical terms the revenue budget is insufficient to fund infrastructure projects. Capital programmes are therefore funded generally from a mixture of asset disposal (a finite option), redirection of revenue funding (with implications for operational policing), general capital grants or borrowing.

- 12.88A funding gap is likely to increase, with less money for revenue spending, let alone capital projects. Surrey Police are required to deliver £24.6m in savings over 5 years which will severely limit capital funding for new infrastructure requirements. The capital and investment plans from 2019/20 show an increasing capital funding deficit from 2018/19, which will need to be supported by either borrowing, reductions in revenue costs or other sources. Surrey Police have rationalised their estates and sold underused sites (such as Old Woking and Byfleet) to fund capital projects, but moving forward there is little remaining of the Police Estate which could be sold to fund future capital projects. Whilst housing growth may lead to an increase in the Council Tax Base, Surrey Police state that this funding would not be sufficient to fund the infrastructure that would be required to effectively police the proposed areas of new development in Woking.
- 12.89The Council recognises the importance of maintaining a dialogue with Surrey Police to determine whether there is justification to use CIL income to deliver police infrastructure, and to see how best future reviews of the CIL Charging Schedule could accommodate their needs, in particular, those elements of their requirements that can be defined as infrastructure in accordance with the Planning Act 2008.

13.0 Utility Services

13.1 This section provides an analysis of the following utilities:

- Gas supply
- Electricity supply
- Combined heat and power (CHP) supply
- Water supply
- Waste water treatment
- Telecommunications.

13.2 All utilities services are provided by private companies on a sub-regional basis, which are not coterminous with any public sector boundaries. Delivery of utilities infrastructure is based on forecast levels of population growth (natural population growth and new housing development) over areas defined by the companies rather than Local Planning Authorities. Utilities companies also generally use adopted development plans to identify infrastructure upgrade projects within their investment strategies. Companies are often unable to commit funding to schemes that do not have planning permission.

13.3 Each industry has a Regulator which controls their charges to the consumers, and seeks to establish pricing regimes for five-year periods.

- OFGEM – regulates gas and electricity markets.
- OFWAT – regulates water and sewerage providers.
- OFCOM – regulates the media and communications industry.

13.4 Regulators' main concern is price control for existing customers. Given that housing completions are difficult to predict, ensuring that the funds for investing in providing for additional infrastructure to serve new households are available may mean ensuring that infrastructure is provided ahead of need. This would raise prices and is not generally supported by regulators.

13.5 Provided that the utility companies and the regulators agree at the beginning of the price-setting process that investment is needed within the five year period to support additional growth, the investment can be tied into the rolling programme of asset replacement. However, any requirements for utility investment which arise after the conclusion of the price setting exercise have to be financed by external sources, such as developer contributions or specific grants.

13.6 The following utilities providers service Woking Borough:

- Gas supply – SGN
- Electricity supply – UK Power Networks
- Combined heat and power – Thamesway Energy (not regulated)
- Water supply – Affinity Water
- Waste water treatment – Thames Water.

13.7 By nature, private utility companies are cautious about revealing their investment plans. Further information about regulators, price setting and investment can be found in the Surrey Infrastructure Capacity Study 2009.

Evidence base

- Surrey Infrastructure Study 2017
- Climate change and decentralised, renewable and low carbon energy evidence base 2010 and 2011
- SGN Long Term Development Statement 2017 (October 2017)

- SGN Demand Forecasting Document 2016
- UK Power Networks – South Eastern Power Networks plc Long Term Development Statement (November 2017)
- Thameswey Energy Limited Business Plan 2017-20
- Affinity Final Water Resources Management Plan 2015-2040
- Affinity Water Business Plan 2015-2020
- Thames Water Resources Management Plan 2015-2040 (WRMP14)
- Thames Water Long-term Strategy 2015-2040
- Thames Water Five-Year Plan 2015-2020 (December 2014)
- Chessington/Laleham/West Weybridge SPN Regional Development Plan (March 2014)

Gas Supply

- 13.8 There are eight gas distribution networks (GDNs) which cover separate geographical regions of Britain. There are also a number of smaller networks which are owned and operated by Independent Gas Transporters (IGTs). These networks are regulated by Ofgem.
- 13.9 SGN is responsible for both the gas transmission and distribution infrastructure in the whole of Surrey. The gas within the mains is not necessarily owned or supplied by SGN. It should be noted that while SGN is responsible for the entire area's supply and distribution network currently, there may be 'networks' (connected in the County to SGN's Distribution Network) developed, owned and operated by IGTs (Independent Gas Transporters).
- 13.10 The SGN Long Term Development Statement for Scotland Gas Networks and Southern Gas Networks sets out the assessment of the long term development of the company's two gas transportation systems in terms of future demand and the consequences for investment in the Networks. No current capacity issues have been identified.
- 13.11 The key input to the planning process is the demand forecasts, using data procured from recognised industry sources, econometric modelling and by National Grid. These demand forecasts are used to analyse the performance of SGN's Local Transmission System to predict flows, pressures, and SGN's offtake capacity and storage requirements. From this data, appropriate investment decisions can be made.
- 13.12 SGN is continually developing its distribution systems through investment in mains, services and associated plan and machinery.

Planned Provision

- 13.13 SGN's Long Term Development Statement expects an overall reduction of demand over the 10-year period 2017-2027, due to various measures such as introducing government targets for renewable energy, an increasingly decarbonised energy economy, growing low-carbon economy and smart metering.
- 13.14 There are no major infrastructure projects planned for Woking Borough in the LTDS, and there are no anticipated issues with gas supply general load growth in the Woking area, although specific development may require reinforcement. These requirements will be treated on an individual basis: the gas company would take the site through the connections process to determine if it will require reinforcement (an upgrade to the means of supply) and to determine if the cost would be carried by the developer or would be

absorbed by SGN. Reinforcement projects are planned and scheduled at the planning application stage (rather than site allocation stage), when it is clear when new loads will need to be connected to the network. The connection costs are generally covered by the distributor unless the site and additional load is significant, in which case developers may be required to provide a contribution.

- 13.15 SGN funding is agreed via a regulatory review with Ofgem on a five or eight yearly cycle. The current review covers the period 2013-2021. As funding for infrastructure projects is regulated by Ofgem, such projects will not draw funding from the Community Infrastructure Levy. Infrastructure funding will instead remain based around the economic test criteria, whereby the developer contributes to infrastructure delivery costs deemed uneconomic by SGN testing procedure. Any new development will be subject to the economic test to determine if a financial contribution is required from a developer towards the enhancement or provision of additional gas infrastructure.
- 13.16 The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. Agreements need to be reached with developers prior to investment in any new infrastructure.

Electricity Supply

- 13.17 There is a national system for electricity generation and distribution. The national transmission network, owned by National Grid plc, maintains the flow of generated electricity (from coal, gas, oil, nuclear power plants, hydroelectric plants and wind farms) through the regional distribution networks. There are 14 distribution network operators (DNOs), each responsible for the distribution network of towers and cables that bring electricity from the National Grid to homes and businesses in different areas of the country. The electricity is then sold to consumers by electricity suppliers.
- 13.18 UK Power Networks (formerly EDF Energy Networks) is a DNO for electricity covering South East England, the East of England and London. It manages three licensed distribution networks, of which South Eastern Power Networks plc (SPN) covers Woking Borough. The company takes electricity at high voltages from the National Grid and transforms it to voltages suitable for domestic and commercial use. The most important function of a DNO is to ensure that all reasonable steps are taken to maintain the supply of electricity to customers.

Current Provision

- 13.19 The National Grid has one high voltage overhead line within the Borough: the 'ZM Route' – a 275kV two circuit route from Chessington substation in Kingston upon Thames to West Weybridge substation in Runnymede. This forms an essential part of the electricity transmission network in England and Wales.
- 13.20 Figure 15 below shows the local network within the borough of Woking (extracted from UK Power Network's Long Term Development Statement), consisting of two Electricity Grids (Woking Sentrum and Byfleet), and five primary substations (Byfleet, Woking, Horsell, Brookwood and Old Woking), and various circuitry. The Electricity Grids are supplied by the West Weybridge Grid Supply Point.
- 13.21 In 2013, the Borough benefitted from a £1.5m investment by UK Power Networks in the local electricity distribution network in Old Woking, by reinforcing the high-voltage

substation in High Street. This represented a major investment in maintaining and improving the energy infrastructure in the Old Woking area for the future.

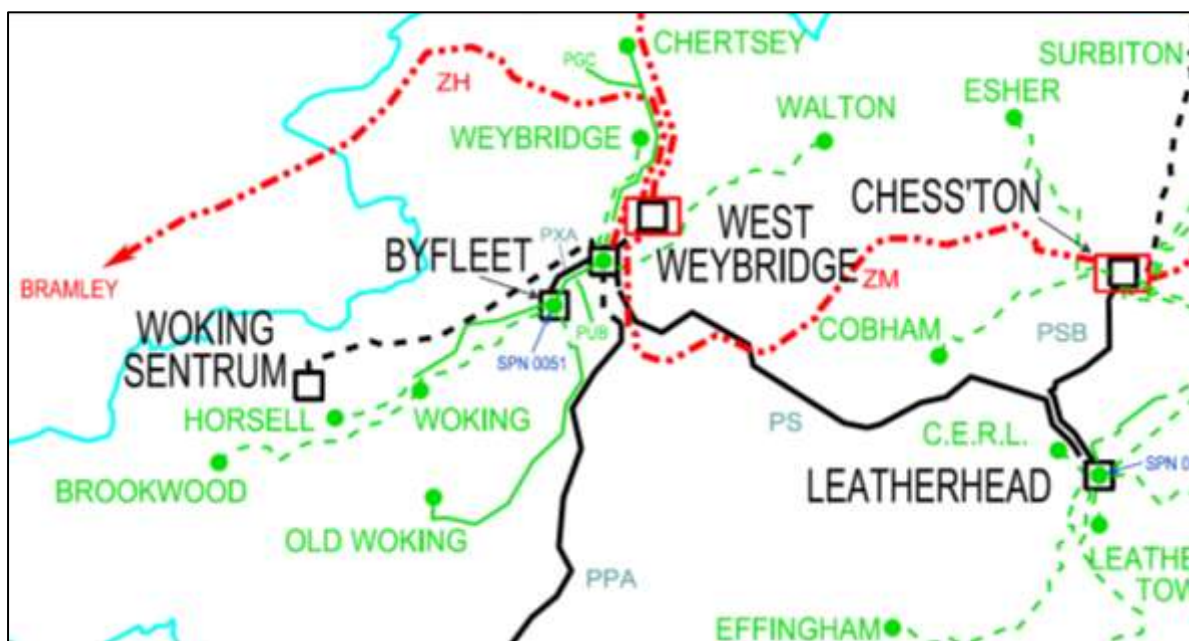


Figure 15: UK Power Network Infrastructure in the Area of Woking

Planned Provision

13.22 In Surrey, the majority of asset investment is driven by the need to replace infrastructure that has reached the end of its serviceable life or has been overtaken by the increase in load. In either case, the policy is usually to replace with increased capacity which by definition will go a long way to cater for additional demand generated by new developments.

13.23 Reinforcement relates to the provision of new, replacement or upgraded assets, in order to either increase electrical capacity or maintain security of supply standards. UK Power Networks' Regional Development Plan (March 2014) analysed future load demand and network growth in the area, new houses proposed by local councils under Surrey County and surrounding areas. It concluded that proposed housing developments would require approximately 50MW electricity supply from 2006 to 2026, and that adequate supply capacity was available to meet the projected new demand.

13.24 The Regional Development Plan took into account growth figures in Woking Core Strategy, and estimated that an additional 12MW supply would be required *depending on the locality of the various development sites*, which would be supplied from Byfleet Grid. UK Power Networks has recently been informed of the likely spatial distribution of sites – as proposed in the draft Site Allocations DPD – and WBC are awaiting further analysis from the organisation.

13.25 UK Power Networks' Long Term Development Statement (updated in November 2017) lists current plans for the development of the distribution network that are anticipated to be in progress up to 2019/2020, and which will provide an increase in network capacity or demand side response. Two projects fall within the Borough, including the Byfleet Grid:

- Brookwood 33/11kV – ITC & 11kV Switchgear (2014-2018) (£1,790k)
- Byfleet 132kV – 132kV circuits (2016-2018) (£1,676k)

- 13.26 WBC has been assured that UK Power Networks has a responsibility to provide Point of Connection (POC) for all connection applications, and is constantly reviewing the asset health and load growth in the area. Projects to address any issues arising from these reviews are added to the Plan, when required. Accordingly, there is not expected to be a funding gap for future electricity infrastructure provision in the Borough. The costs of providing a connection will be shared between the new customer (who pays for immediate connection requirements and a proportion of any wider network reinforcement required) and all other customers.
- 13.27 However, the Department of Energy and Climate Change has proposed to introduce an amendment to the Electricity Regulations 2002 which will allow developers who have paid for initial reinforcement costs to recover costs from subsequent connections for a period of ten years rather than the current five year period.
- 13.28 In making a decision on whether to invest in new grid capacity, DNO's must strike a balance between helping customers to connect and keeping bills down for all.
- 13.29 The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.
- 13.30 Upgrades to the electricity supply infrastructure at the strategic sites in the draft Site Allocations DPD will be sought should capacity assessments conclude it necessary and will be charged at the developers' expense.

National Electricity Infrastructure at Proposed Sites

- 13.31 In response to the draft Site Allocations DPD 'Regulation 18' consultation, the National Grid identified two proposed sites in Byfleet (South of High Road, and South of Murray's Lane) which are crossed by the 'ZM Route'. The National Grid's approach is to always seek to retain its existing overhead lines in situ. There are significant technical, cost and environmental challenges associated with the relocation or undergrounding of high voltage overhead lines.
- 13.32 Any proposals to alter existing overhead lines crossing or on the edge of development sites will therefore require special justification. It will be for the promoter of the site to demonstrate to National Grid why the development cannot take place with the existing overhead line in situ. National Grid strongly believes in the need to run its transmission operations in a way that is as supportive as possible of the broader needs of society. Therefore, National Grid will only support proposals for the relocation or undergrounding of existing high voltage overhead lines across sites where the developer can demonstrate that the development could not take place with the overhead line in situ and where such proposals satisfy certain criteria, the first of which is as follows:
1. Where it can be clearly demonstrated by the promoter that such proposals will:
 - directly facilitate a major development or infrastructure project of national importance which has been identified as such by central government; and
 - provide a beneficial step change in the environmental character and quality of the associated area; whilst at the same time not resulting in any unreasonable detriment to the environmental character and quality of the area to which the overhead line is relocated or undergrounded.
- 13.33 The promoter(s) of the proposed sites in Byfleet will need to therefore demonstrate to National Grid that proposed development can take place in an acceptable manner with

the existing overhead line in situ, as the criteria for relocation or undergrounding of the lines are unlikely to be satisfied.

- 13.34 It is recommended that any future development at these sites refers to the National Grid's 'Sense of Place' guidelines for development near high voltage overhead lines, to allow for the successful master planning of the sites.

Combined Heat and Power Supply

- 13.35 Combined heat and power (CHP) is the use of a single fuel source to simultaneously generate both electricity and useful heat. All power plants produce heat when electricity is generated. This is normally wasted because it is released into the natural environment through cooling towers. Up to two thirds of the overall energy generated is lost in this way. Instead CHP captures some or all of the by-product heat which is used for heating purposes or as hot water for district heating.
- 13.36 The heat generated by CHP plants is generally used locally to the point of generation. If the electricity generated by the CHP is also distributed to local consumers further efficiencies are achieved by avoiding transmission losses over long distances around the National Grid to the end user. These losses are normally around 7%. CHP plants can be as much as 85% efficient compared to coal-fired power plants which are around 38% efficient.
- 13.37 Thamesway Energy Limited (TEL) is a subsidiary company of Thamesway Limited, an energy and environmental services company, wholly owned by Woking Borough Council. Thamesway Energy Limited was established in July 1999 to:
- own and operate plant for the production and supply of electricity, heat and chilled water to customers
 - develop and implement technologies for the production and supply of energy.
- 13.38 TEL builds, finances and operates combined heat and power stations (energy stations), providing energy services to institutional, business and residential customers. TEL's largest energy stations are located in Woking town centre (officially opened in March 2001) and Milton Keynes which was opened in 2006.
- 13.39 The Core Strategy seeks to ensure development is highly sustainable, with carbon emissions through energy use in new and existing buildings minimised and greater use made of renewable and low carbon energy. Planning policy in the Core Strategy was formulated to ensure that new development integrates CHP (or other forms of low carbon district heating if more appropriate) in the development, to maximise mutual benefits of reducing carbon emissions and further investing in well-established energy generating assets in the Borough. This is set out in Policy CS22 as follows:
- "All new development should consider the integration of Combined Heat and Power (CHP) or other forms of low carbon district heating in the development. All new development in proximity of an existing or proposed CHP station or district heating network will be required to be connected to it unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved. Details of the zones where connection will be required will be set out in an SPD and will be determined by factors such as the capacity of the existing CHP network, distance from it and physical constraints."*

The evidence base⁵¹ sets out the locations in the Borough which have significant potential for CHP or other forms of low carbon district heating networks. Subject to technical feasibility and financial viability, all development within these zones will be required to be designed and constructed to enable connection to the future network”.

13.40 The policy is supported by guidance in the Climate Change SPD (December 2013).

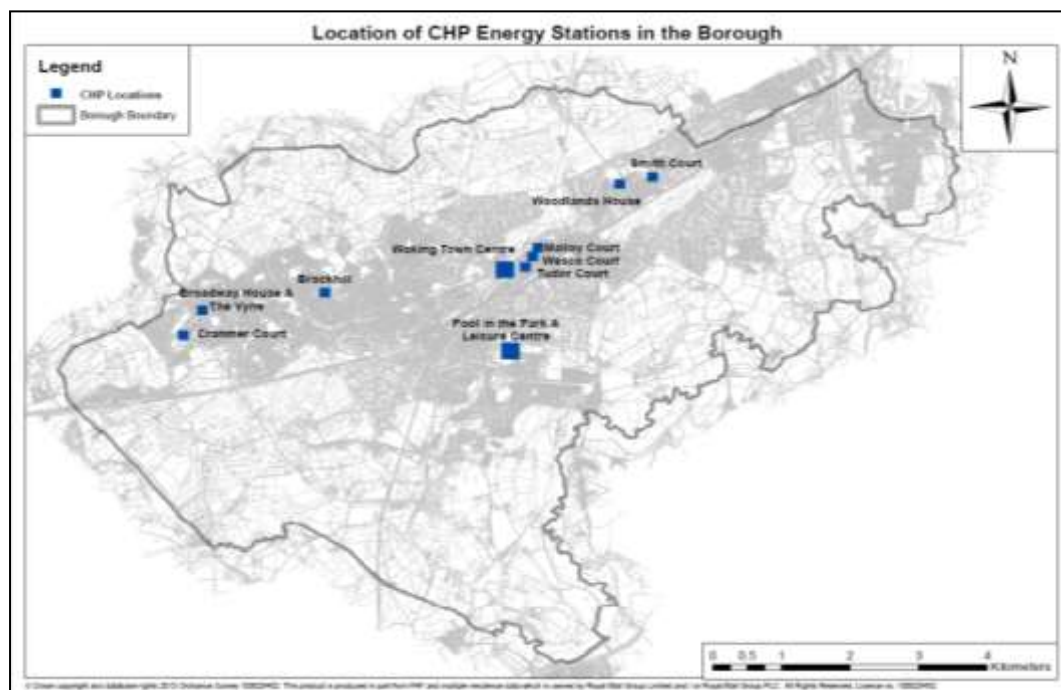
Current Provision

13.41 There are ten locations in the Borough where a CHP plant is operated by Thamesway Ltd. Some of these were built to meet energy demands on site and do not have the capacity to supply energy to others. See table 19 below.

Generation Site Name	CHP Capacity (kWe)	CHP Running	Potential for New Connections
Woking Town Centre	1,300	Yes	High
Pool in Park & Leisure Centre	835	Yes	Limited
Brockhill	30	Yes	Low
Broadway House and The Vyne	30	Yes	Low
Woodlands House	22	Yes	Low
Tudor Court	11	Yes	Low
Wesco Court	5.5	Yes	Low
Malloy Court	5.5	Yes	Low
Smith Court	5.5	Yes	Low
Cranmer Court	5.5	Yes	Low

Table 19: CHP Plants in Woking

13.42 Map 31 below shows the locations of these energy stations.



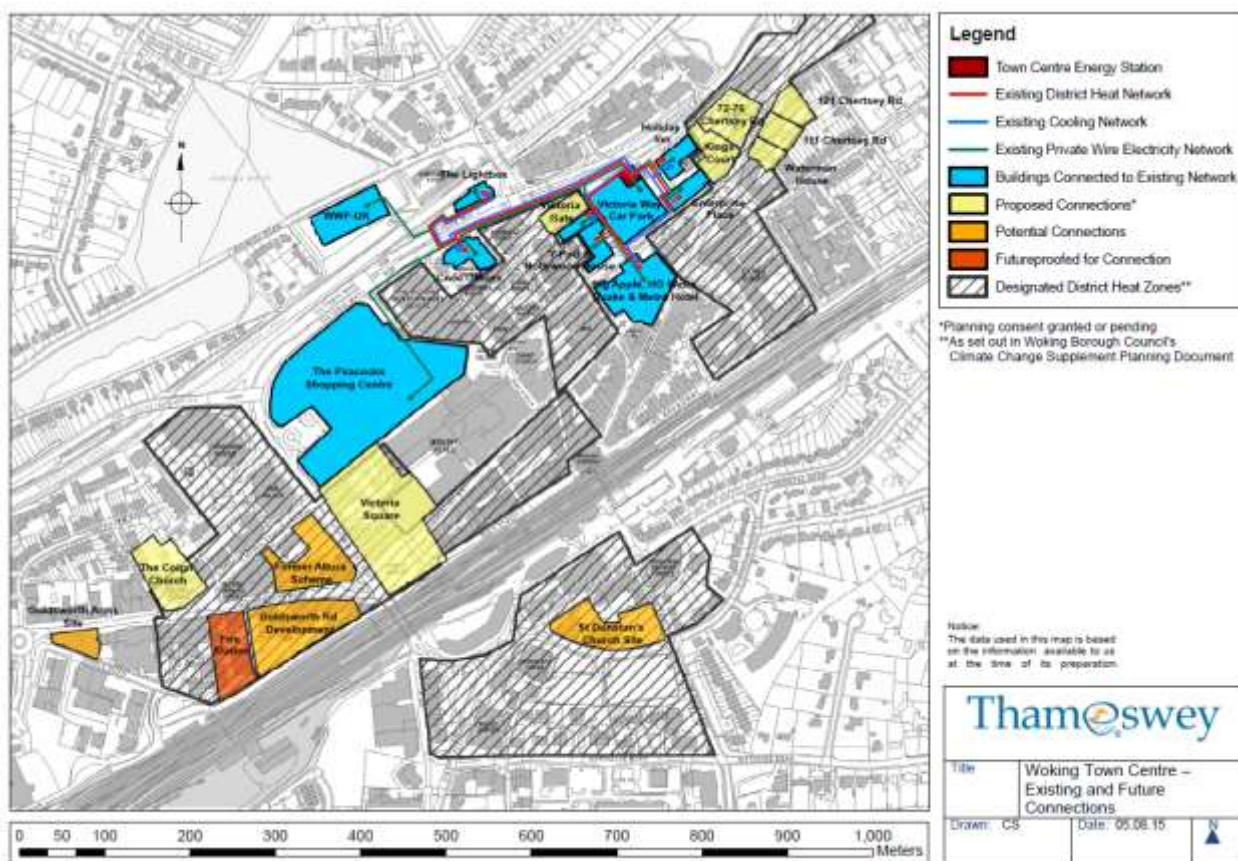
13.43 The only energy station with sufficient capacity for major new connections is the town centre energy station located in Victoria Way ('TC1'). The energy station is located

adjacent to Victoria Way car park and supplies electricity by private wire, and heat and chilled water services (for cooling) to a range of public sector, commercial, charity and residential customers. Recent extensions to the network have connected heat, cooling and power supplies to a major new office scheme at Victoria Gate.

- 13.44 The energy station generates 1.35MW of electrical power and 1.6MW of heat and cooling generated by a gas-fired CHP. There is 2.4MW of additional heat available from gas boilers and electrical connection to the national distribution network provides up to 4.0MW of back up and top up electricity if required. The heat and electricity produced at the energy station is distributed through heat and cooling mains and a private wire electricity network to customers in Woking Town Centre.
- 13.45 Map 32 below shows the existing town centre energy station, buildings that are connected to the existing network, and buildings that have been 'futureproofed' for connection.

Planned Provision

- 13.46 Policy CS2 of the Core Strategy sets out how the town centre will be the primary centre for economic development in the Borough. It is the preferred location for town centre uses and high density residential development. The following specific proposals will be facilitated:
- 2,180 dwellings;
 - approximately 27,000sq.m of office floorspace as part of mixed-use developments; and
 - up to 75,300sq.m of additional A class floorspace, including 67,600sq.m of A1 retail floorspace.
- 13.47 This is likely to take the form of a number of large, mixed-used developments. Planning permission has been granted recently for some schemes that have still to come forward for development.
- 13.48 Map 32 below shows the location of the existing town centre energy station, proposed buildings for connection, and potential areas that the extended network could serve – 'Potential District Heat Areas' (correct as of November 2016).



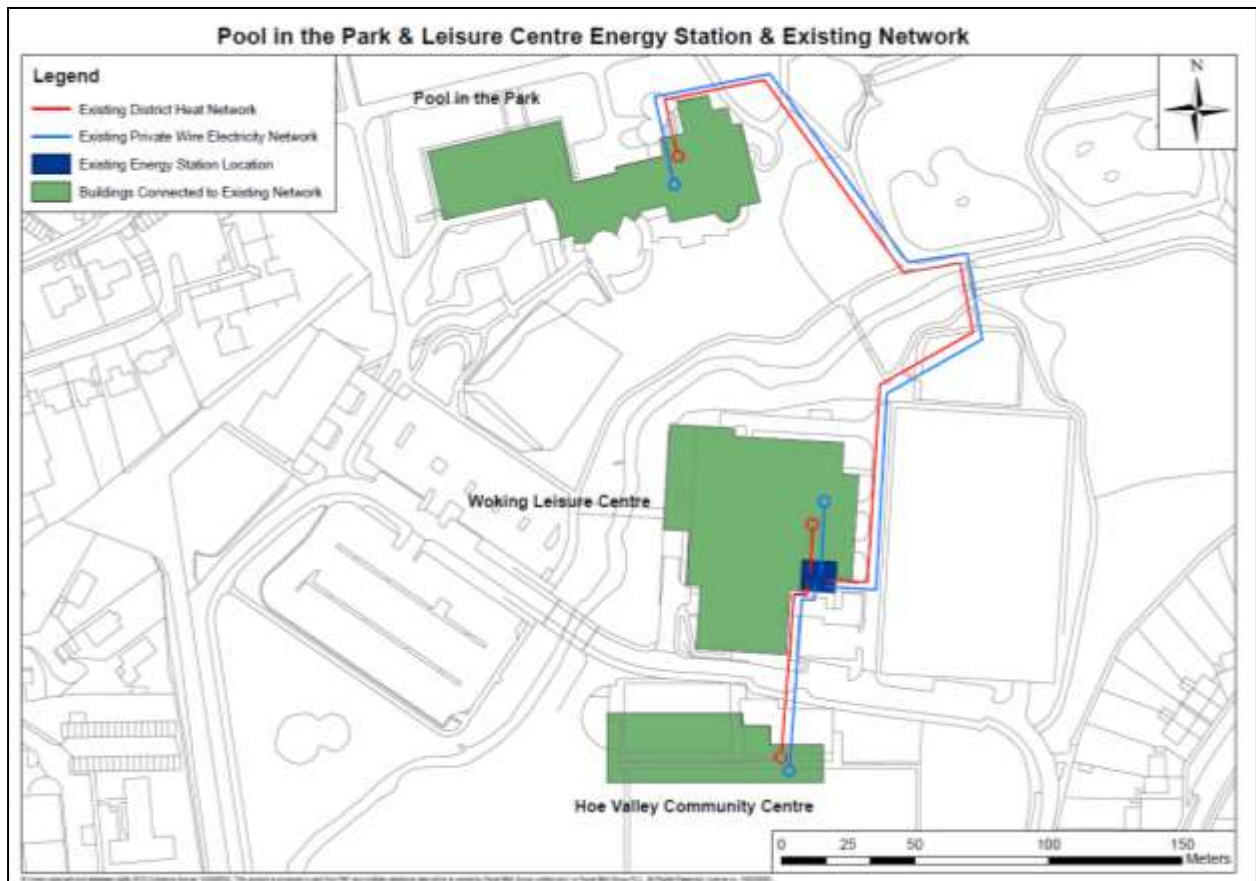
Map 32: Town Centre Energy Station, Network, Heat Zones and Potential Connection Sites

- 13.49 The Climate Change SPD sets out how all new development or major refurbishment proposals that come forward located within the Potential District Heat Areas will be required to connect to the network, unless it can be proven that there is a better alternative for reducing carbon emissions. In order to maximise the carbon savings achieved by the network there will always be a presumption that heat will be supplied either with or without electricity.
- 13.50 Feasibility of new connections to these networks will be subject to a number of factors including proximity to existing network infrastructure, absence of major physical barriers between the existing network and potential connection point (e.g. large roads, the railway or the canal), and the design of the internal heat distribution system; so further case-by-case analysis will be pursued.
- 13.51 In many cases a contribution towards the connection costs will be sought from the building owner/occupier. This may be sought through negotiation of a legal agreement with the developer.
- 13.52 An extension to the network is underway to connect to a new residential scheme at 'The Cornerstone' in The Broadway. Further expansion of the network to serve new developments in the northern and eastern parts of the town centre is planned, with the potential to add additional capacity either through new plant at TC1 and/or interconnection to other generating plants elsewhere in the town centre (such as that at Poole Road – see below).
- 13.53 The Pool in the Park & Leisure Centre energy station (see map 33) has limited capacity for connections to new buildings. However, if a major new development proposal came forward in close proximity to Woking Park, the feasibility of connection to the energy

station would be assessed individually. The draft Site Allocations DPD identifies only one site for which this may be relevant:

- Woking Football Club, Woking Gymnastics Club, Woking Snooker Club, Westfield Avenue, GU22 9AA for redeveloped football stadium and associated facilities, including residential development, for delivery between 2017 and 2027.

13.54 Beyond the town centre, the draft Site Allocations DPD allocates land within Sheerwater Priority Place, Albert Drive, for major regeneration resulting in a mix of uses, including dwellings, alongside new leisure and sports facilities. There is potential to include a new dedicated energy station to supply low carbon energy to any development here as part of the new infrastructure provision for the regeneration scheme.



Map 33: Pool in the Park and Leisure Centre Energy Station and Network

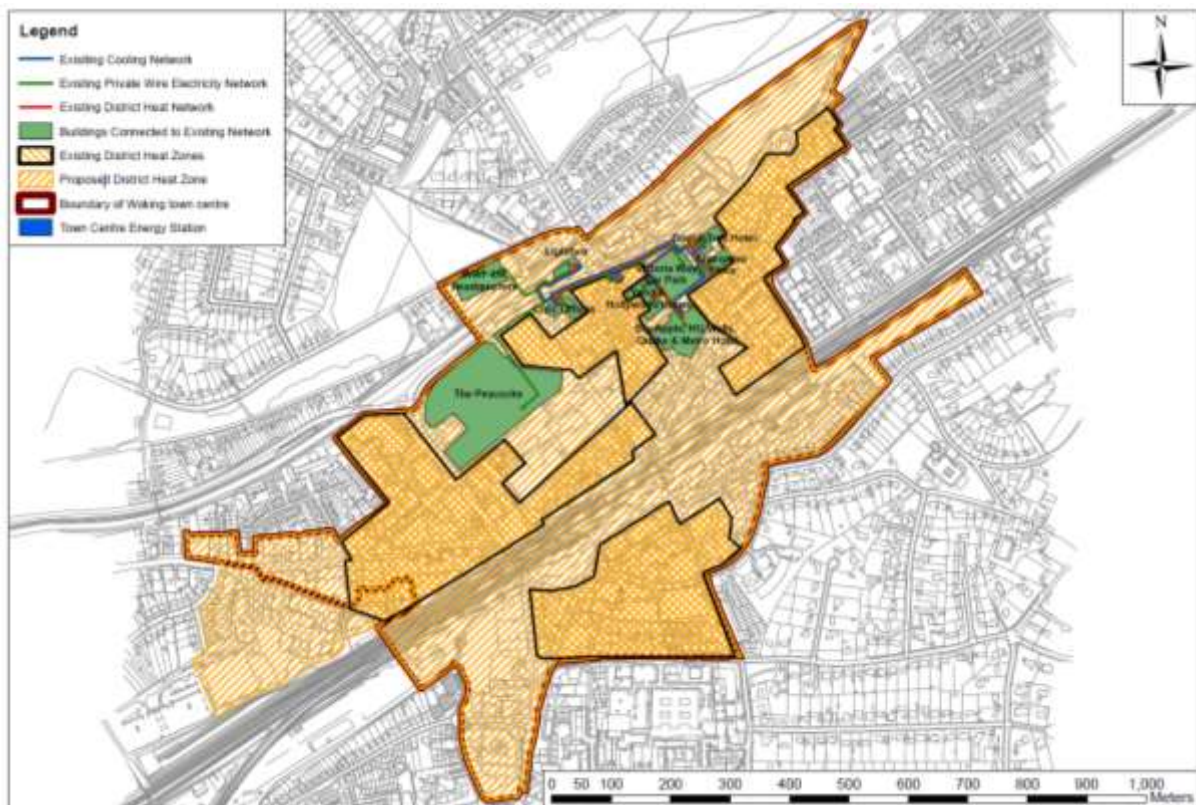
13.55 During the preparation of the Climate Change SPD, future development and redevelopment trends were analysed and areas of the town centre were identified where potential new town centre energy stations could be located. The potential heat network and private wire network, and potential areas that the heat network could serve, were also mapped. This map has evolved since the adoption of the SPD, having identified further suitable sites during the preparation of the Site Allocations DPD, particularly to the west of the town centre. The latest map is included below (map 34) and the Council intends to include this latest analysis as part of its review of the Climate Change SPD. The background to this is set out in the Climate Change and Energy evidence base supporting the preparation of the Core Strategy (December 2010).

13.56 The evidence base's models sought to identify the nature, quantity and timing of energy demand that will arise as a consequence of projected development. Major development opportunity sites were identified within the town centre and modelled on the basis of when

they are assumed to come forward up to 2027. Where the assumption was made that developments would be mixed use, the amount of development has been apportioned between uses. Energy demand for heating, hot water, electrical uses and cooling was calculated on the basis of benchmark data for each building type, with adjustments for improved energy efficiency through the updated building regulations.

13.57 The outcome of the modelling was plotted to identify clusters of increased demand, grouped into the three broad locations described above, referred to as new 'Heat Zones'. The community energy infrastructure required to serve the development within these zones has been quantified on the basis of the projected energy demands. The following assumptions have been made in this process:

- Each zone will be capable of being served by a single energy station producing low carbon heat for distribution via heat mains. The primary source of heat is assumed to be gas-fired CHP with gas boilers meeting peak demand, although it is recognised that over time, further reduction in carbon emissions will be achieved through the addition of alternative generating plants. The presence of interconnected heat and power networks supplying multiple buildings will enable future step changes in carbon emissions to be achieved.
- Possible locations for new energy stations have been identified on the basis of their proximity to major new heat loads and compatibility with other land uses in the town centre.
- Where significant cooling loads are identified, the demand density has been evaluated to assess whether these are sufficient to justify being met through centralised absorption chilling plant within the energy station and distributed via cooling mains, or through the use of absorption chillers in consumers' buildings, thereby avoiding the need for cooling mains.
- Community infrastructure has been defined as the generating plant and distribution infrastructure to provide connections to consumer buildings.



Map 34: Existing & Proposed District Heat Zones

13.58 As set out above, an energy centre already exists in the town centre which supplies a number of public and commercial buildings, and apartments. However, the generating capacity of this energy centre alone will be insufficient to meet the growth in demand for energy as a consequence of new development. Whilst TC1 has some remaining capacity to supply new developments in the eastern half of the town centre, the incremental costs of extending heat pipe networks to connect to sites throughout the town centre would not be viable because of the high costs associated with disrupting the road network. Therefore, the evidence base has proposed that the strategy for increasing the supply and use of low carbon energy in the town centre be based on a combination of existing and new infrastructure in three broad heat zone locations within the town centre (shown in map 34 above):

- **Area/Heat Zone 1** – extending the reach of supply from the Victoria Way energy station to serve new development in the north and east sectors of the town centre;
- **Area/Heat Zone 2** – new generating capacity and distribution networks serving development to the east and west of Victoria Way, including the town centre ‘Gateway Project’ at the western end of Commercial Way, the new Victoria Square development due to commence summer 2017, and other major developments in the Poole Road, Goldsworth Road and Church Street West area of the town centre;
- **Area/Heat Zone 3** - new generating capacity and/or distribution networks serving major new development sites south of the railway.

13.59 New networks in these areas will require new generation capacity and a number of potential locations for energy centres have been identified by Thameswye Energy. However, where possible, interconnection between networks serving individual zones will be sought. This will improve overall network efficiency and reduce the need for investment in multiple new energy centres. For example, the proposed new energy centre at Poole Road (see below) has been designed to be capable of generating sufficient low carbon energy to supply anticipated development south of the railway lines in Heat Zone 3. The criteria for connection to existing networks will generally also apply to new networks, and subject to technical and financial viability, all new development or major refurbishment that comes forward within future district heat areas will be required to be designed to be ‘CHP ready’ i.e. able to connect to the future network, unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved.

New Mixed-Use Energy Centre

13.60 The draft Site Allocations DPD allocates a 1.65ha site within Poole Road Industrial Estate for mixed-use development to comprise of offices, warehousing, and a new energy station. In December 2016, a proposal to build a mixed-use energy centre at Poole Road (within ‘Heat Zone 2’) was approved (‘TC2’). This new primary energy centre for Woking will help deliver Woking’s energy needs for the foreseeable future.

13.61 The approved development consists of offices, an archive museum, and a two-storey energy centre which will house three CHP engines delivering up to 10MW of heat and electricity to the development and surrounding community via a private wire system and district heating network, with a further 10MW of back up heat available. Around 95% of the heat



and power generated by the energy centre will be exported to the district heating network and electricity grid, meeting local and more remote demands at least up until the end of the Core Strategy plan period, and beyond. TC2 will be connected to a networked chiller station to be constructed as part of the Victoria Square development. The chiller station will provide cooling to new residential, retail and hotel buildings in Victoria Square, as well as providing additional cooling capacity to new developments elsewhere in the town centre.

- 13.62 TC2 will not only serve the Victoria Square development, but will also have a wider strategic benefit by providing low carbon energy supplies to a number of sites in the western part of the town centre (including Church Street West and Goldsworth Road) where redevelopment is likely to come forward within the next 10 years, as per draft Site Allocations DPD proposals. It will also have the capacity to serve major refurbishment of retained large corporate buildings such as SAB Miller and Cap Gemini's offices. The Council intends to review the Climate Change SPD using this latest analysis, to ensure that new development at sites to the west of the town centre are subject to the presumption that they connect to this new, low-carbon energy infrastructure, as per Policy CS22 of the Core Strategy.

New Development with Potential for use of Decentralised Energy Supplies

- 13.63 The sites listed below have been identified for their potential to be supplied by decentralised energy (DE), supplied by network infrastructure (i.e. district heat supplied by gas CHP or other primary heat source distributed with or without 'private wire' electricity supplies). Sites are ranked for their potential on the basis of the following factors:
1. Size of development (Yield)
 2. Type of development (Allocated use)
 3. Proximity to existing district energy distribution infrastructure (Site Address)
- 13.64 Note that no assessment has been made on the basis of the following:
1. Energy density, which is a function of density of development and allocated use. A general assumption has been made that sites in the town centre will be developed to a higher density and this has been taken into account with the result that, all other factors being equal, sites in the town centre will generally have higher potential for supply by decentralised energy
 2. Presence or absence of existing land uses in close proximity to a site that may have an energy demand profile complementary to the development site's energy demand (unless already known)
- 13.65 Safeguarded sites are included for consistency. Where significant new housing is proposed at sites on land released from the Green Belt, a presumption has been made that some of these may be suitable for supply by DE depending on density, size of units, tenure and proximity across the site. However, it is not necessarily the case that all units within the whole site will be suitable for connection.
- 13.66 The following sites have been assessed as having **high potential** to be supplied by *existing* decentralised energy plant and distribution infrastructure:

Site Reference in Site Allocations DPD	Site Address
UA2	Trizancia House, Thomsen House & Woodstead House 72, Chertsey Road
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ
UA4	Kings Court, Church Street East, Woking, GU21 6HA

UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS
UA6	Land at Albion House, High Street, Woking, GU21 6BD
UA7	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN
UA8	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW
UA9	Victoria Square Development, Church Street West, Woking, GU21 6HD
UA10	The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ
UA11	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ
UA12	113-129 Goldsworth Road, Woking, GU21 6LR
UA13	MVA and Select House, Victoria Way, Woking, GU21 6DD
UA14	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ
UA15	Synergy House, 8 Church Street West, Woking, GU21 6DJ
UA16	30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT
UA17	Poole Road Industrial Estate, Woking, GU21 6EE
UA18	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ
UA19	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN
UA20	Griffin House, West Street, Woking, GU21 6BS
UA21	Concorde House, 165 Church Street East, Woking, GU21 6HJ
UA22	Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ
UA33	101-121 Chertsey Road, Woking, GU21 5BW
UA39	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ
UA40	Car Park (east), Oriental Road, Woking, GU22 8BD
UA41	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE
UA42	11-15 Guildford Road /Southern House/Jubilee House/ Lynton House, Station Approach, Woking, GU22 7PX
UA43	Quadrant Court, Guildford Road, Woking, GU22 7QQ
UA44	Former St Dunstons, White Rose Lane, Woking, GU22 7AG
UA45	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG
UA46	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG
UA47	Coroner's Court (former Woking Magistrates Court), Station Approach, Woking, GU22 7YL

- 13.67 The following sites have been assessed as having **potential** to be supplied by a *new* decentralised energy plant and distribution infrastructure:

Site Reference in Site Allocations DPD	Site Address
UA26	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ
UA27	73 Horsell Moor, Horsell, GU21 4NL
UA28	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN
UA29	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU
UA32	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE
UA51	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]
GB4	Land south of Parvis Road, Byfleet, KT14 7QL
GB5	Land to the south of Rectory Lane, Byfleet, KT14 7NE
GB8	Nursery land adjacent to Egley Road, Mayford, GU22 0PL
GB9	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH
GB10	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN
GB11	Land to the north west of Saunders Lane, Mayford, GU22 0NN
GB12	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, GU22 8QZ
GB13	Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF
GB15	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY
GB16	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP

- 13.68 Remaining sites identified in the Site Allocations DPD have **low potential** to be supplied by new or existing decentralised energy plant and distribution infrastructure, but criteria in Policy CS22 of the Core Strategy on integration of CHP should still be taken into account in any planning application.

Cost of Delivery

- 13.69 The total capital costs to deliver the Council's objectives for sustainable energy infrastructure are estimated as follows:

Heat Zone	Project and Location	Estimated Total Cost
1	Expansion of existing distribution networks in the town centre	£1m
2	New energy station (TC2) and distribution infrastructure	£25m
3	Expansion of energy distribution infrastructure to this zone	£1.75m
TOTAL		£27.75

- 13.70 A larger capacity at TC2 is being delivered than was anticipated when the 2011 IDP was prepared, therefore costs have risen to take account of this. This results in a higher cost for the distribution network (because they will be larger), but lower costs for new capacity (as fewer energy centres will be built).
- 13.71 It should also be noted that a decision to invest in a third energy station in the town centre (in Heat Zone 3) is more likely to be driven by physical or financial obstacles to supplying development remote to Poole Road from that site (such as the railway line). There are alternative opportunities that can be pursued, such as small, localised plants being installed on major development sites in this area; and the building being designed to be CHP ready to take a supply at a later date either as part of future phases for the development, or when a neighbouring site comes forward and makes the investment in infrastructure to reach the site economic. Development permitted at the former St Dunstan's site on White Rose Lane, for example, has been designed to be CHP ready to connect to the new district heat network once it is available from Poole Road.

Water Supply

- 13.72 Affinity Water (formerly Veolia Water) is responsible for the supply of potable water to properties in Woking Borough. Delivery of water supply infrastructure is based on planned levels of population growth (natural and as a result of development) over areas defined by water companies rather than local planning authorities. Woking Borough falls within Affinity Water's 'Central region', which serves 3.2million people. Woking is within the 'Wey' Water Resource Zone 6 (WRZ6). Water Resource Zones are broadly integrated areas in which customers are supplied by a common pipe network from a number of local water sources.
- 13.73 The Central region abstracts 60% of its water supply from groundwater sources - with boreholes abstracting from chalk and gravel aquifers; 40% from surface water sources – predominantly abstracted from the River Thames; and imports from neighbouring water companies, including Thames Water and South East Water for WRZ6.
- 13.74 Affinity Water has produced a Water Resources Management Plan (WRMP) for the 25 year period from 2015 to 2040 (which therefore incorporates the Council's Core Strategy period). The Plan is updated every five years to accommodate potential increase in demand from new development, manage existing supply of water and take account of likely future changes to the water supply due to climate change. Climate change impacts are estimated to lead to a reduction of around 9 million litres per day (ML/d) in WRZ6 by 2035, although the Central region as a whole was found to have 'low vulnerability' to climate change impacts.

- 13.75 As the South East of England has been classified by the Environment Agency as an area of 'serious water stress', Affinity Water has agreed to reduce the amount of water it abstracts by 42Ml/d by 2020 across all zones. The WRMP therefore also demonstrates how these 'sustainability reductions' will be achieved, against a backdrop of a growing population and thus growing demand for water.
- 13.76 Given the growing population and requirement for new housing, as well as the fact that customers in the Southeast region have one of the UK's highest per capita consumption rates, the existing water stress experienced in the South East is anticipated to increase. At the start of the next planning period (2020), Affinity Water projects a supply deficit in five out of eight WRZs, including in WRZ6. This will rise to deficits in seven out of eight WRZs by 2040. Projections show that overall, there will be a deficit in each year of the planning period, with the deficit growing as demand increases due to population growth and the reduction in supply because of sustainability reductions and climate change.
- 13.77 Affinity Water proposes to address this eventuality by adopting a twin track approach to ensuring that a secure water supply is maintained: measures to reduce demand and measures which increase supply, whilst reducing the environmental impact of operations and improving the resilience of infrastructure to cope with climate variations. The measures include:
- using water more efficiently by reducing leakage;
 - encouraging customers to use water more efficiently through a water efficiency programme and a targeted universal metering programme (all new households are required to have a meter);
 - increasing investment in infrastructure such as new or improved reservoirs and desalination plants, developing new boreholes and enhancing aquifer storage;
 - introducing new tariffs;
 - bulk transfers of water from neighbouring companies;
 - installing new pipelines to give the system greater capacity to move water to where it is needed most; and
 - local water reuse (grey water reuse, rainwater harvesting etc.).
- 13.78 Ongoing improvements to the water supply will be funded by Affinity Water as and when it is necessary. However, any additional water supply infrastructure required to enable a development proposal to be delivered will be funded by the developer.

Current Provision

- 13.79 Affinity Water anticipates that its Central region, within which Woking is situated, will not have sufficient water supply to meet customer needs over their 25 year plan period. The WRMP illustrates that there is already a small deficit for average week water supply for WRZ6.

Planned Provision

- 13.80 The WRMP forecasts water demand using plan-based housing and population projections. It estimates a 15% increase in population and 20% increase in households in WRZ6 by 2040.
- 13.81 The plan states that there will be a 'substantial investment programme' for the Central region over the plan period to help ensure rising demand for water is met. The WRMP does not include any large-scale infrastructure projects for WRZ6, but rather focuses on demand management measures in the short term, namely metering, water efficiency and leakage reduction programmes via pipe repairs. Supply options have also been

considered, such as bulk transfers of water from neighbouring companies. The preferred options for WRZ6 are set out in table 20 below:

Option Type	Option Name	Delivery Year
Metering	Metering: community integrated AMR and water efficiency	2024
Water Efficiency	Water audits Commercials (non-process)	2020
Water Efficiency	Water audits Commercials (process)	2020
Leakage	Leakage reduction – pressure management with new PRV's	2035
Water Efficiency	Additional Water Efficiency for households	2033
Supply	Increased import from Thames Water, providing an extra 2.7Ml/d (no upgrades to infrastructure will be required as a result of the increase in capacity)	2036
Supply	Local Source Recommissioning	2038
Leakage	Leakage reduction by ALC 2015-40 (2.23Ml/d)	2015
Water Efficiency	Dual flush WCs for households	2035

Table 20: Affinity Water's Investment Items for WRZ6

- 13.82 The WRMP concludes that non-household demand will remain unchanged over the 25-year planning period. This allows for potential increased population, increased employment and increased economic activity to be balanced by further improved water efficiency measures across industry so that demand remains broadly stable.
- 13.83 In order to deliver sustainability reductions, Affinity Water need to build additional infrastructure to ensure that customers do not suffer greater level of risk to their supply when the sustainability reductions are implemented than before. This will generally be achieved by installing new pipelines to give the system greater capacity to move water to where it is needed. Affinity Water's Business Plan 2015-2020 sets out how investment will be prioritised for trunk mains renewals and 'hot spot' mitigation to reduce risk of failure of large pipes and the more widespread loss of supply effects. Affinity Water plan to renew 482km of distribution mains, and a total length of 82km of trunk mains, including in the Wey community within which Woking is located.
- 13.84 Affinity Water have advised that they are producing a new Water Resource Management Plan which is due to go out to public consultation in Spring 2018. This IDP will be updated with any relevant new information.

New Residential Development

- 13.85 Improvements in infrastructure to deliver water to new properties may be required to enable specific developments to be acceptable in planning terms, and this will be funded by developers. Affinity Water has analysed several of its supply zones in relation to proposed development as identified in the draft Site Allocations DPD. It has been concluded that no strategic network upgrades are foreseen to be required in the Woking area as a result of proposed housing developments. However, local network reinforcements are likely to be required in a few key areas in order to maintain existing levels of service for current and future customers. These areas are:
- Mayford/Kingfield
 - Pyrford
 - Woking Town Centre
 - West Byfleet
- 13.86 Developers of sites in these areas should contact Affinity Water's Developers Services Team at the earliest opportunity to discuss detailed network requirements, and

associated costs for individual sites. All water companies require at least a three to five year lead-in time for provision of extra capacity. Where a complete new water works is required, for larger-scale development for example, the lead-in time can be five to ten years. Large-scale new development may therefore need to be appropriately phased to enable the prior completion of the necessary infrastructure. It is essential that promoters of major developments contact Affinity Water as early as possible to discuss their water needs (both on and off site) so that water strategies can be drawn up as supporting documentation to planning applications.

- 13.87 In addition, all new development in the Borough should reflect the need for water conservation. The promotion and adoption of water efficient practice in new developments will help manage water resources and work towards sustainable development.
- 13.88 New developments are governed by Building Regulations that require developers to build water efficient properties such that occupants use a maximum of 125 litres per person per day (including an allowance of 5 litres per person per day for outdoor water use).
- 13.89 Woking Core Strategy contains policy CS22: Sustainable construction, which stipulates that all new residential development is required to achieve as a minimum the *optional requirement* set through Building Regulations for water efficiency that requires estimated water use of no more than 110 litres per person per day⁵². All new build properties are metered. These measures help new build properties have one of the lowest per household consumption figures in the country.

New Non-residential Development

- 13.90 To help with reducing water use from new non-residential developments, policy CS22 requires non-residential developments in excess of 1,000 sq m to achieve at least a BREEAM Very Good standard, which awards credits for water efficiency/ monitoring measures.

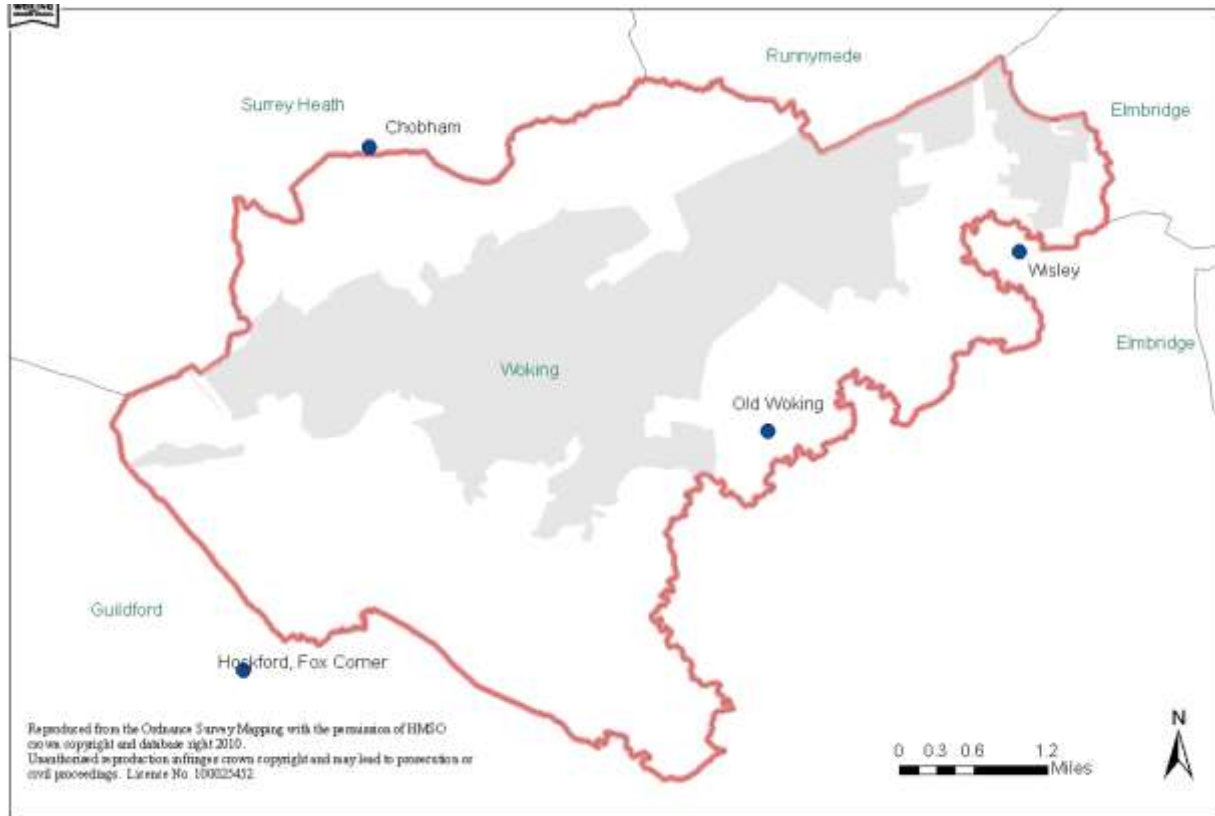
Waste Water Treatment

- 13.91 Thames Water is the statutory sewerage undertaker for the Borough, responsible for the removal and treatment of sewage/waste water.
- 13.92 Paragraph 156 of the National Planning Policy Framework (NPPF) specifically states that local planning authorities should set out strategic policies for the area in the Local Plan, including strategic policies to deliver the provision of infrastructure for water supply and wastewater. The Core Strategy refers to waste water treatment within the definition of infrastructure, that policy CS16 seeks to deliver to serve development.
- 13.93 Paragraph 162 of the NPPF advises that local planning authorities should also work with other authorities to assess the quality and capacity of infrastructure for wastewater and its treatment, and take account of the need for strategic infrastructure including national significant infrastructure within their areas.

Current Provision

⁵² See the Council's Guidance Note for the Implementation of Policies in the Core Strategy following the Housing Standards Review, available on the website at www.woking2027.info.

- 13.94 Woking is served by five Sewage Treatment Works (STW). 67% of properties in Woking are served by the STW in Old Woking. The areas of Sheerwater, Pyrford, West Byfleet and Byfleet in the east of the Borough (30% of properties) are served by the STW in Wisley. The remaining 3% of properties are served by STWs at Chobham, Chertsey and Hockford. Chertsey STW is located to the north of the Borough and not shown on map 35 below.



Map 35: Location of Sewage Treatment Works in and around Woking

Planned Provision

- 13.95 Due to the way in which wastewater companies are regulated and plan, it is not possible to identify all of the sewerage/waste water treatment infrastructure required over the Core Strategy period. Thames Water are funded in 5 year periods called Asset Management Plans (AMPs). The current AMP6 (6th since privatisation) runs from 1st April 2015 to 31st March 2020⁵³.
- 13.96 Thames Water's growth plans are based on planning information in the public domain and as such, Local Plans play an extremely important role in the organisation's growth assumption planning. However, Thames Water anticipate that many of the sewage treatment works in their wider catchment area will require improvements to accommodate expected population/housing growth. Thames Water applies for such funding through OFWAT to enable such works.
- 13.97 As part of Thames Water's five year business plan they advise OFWAT on the funding required to accommodate growth at their treatment works. As a result Thames Water base their investment programmes on development plan allocations which form the

⁵³ Details of Thames Water's 5 year plan for AMP6 can be viewed on their website at:
<http://ourplan.thameswater.co.uk/water-sewerage/>

clearest picture of the shape of the community as set out in the NPPF (paragraph 162) and the National Planning Practice Guidance.

- 13.98 Thames Water are currently working on the draft Business Plan for the next Price Review in 2019 (PR19) which will cover AMP7 (1st April 2020 to 31st March 2025).
- 13.99 To avoid unacceptable impacts on the environment, such as sewage flooding of residential and commercial property, it is essential to ensure that wastewater infrastructure is in place on larger and smaller sites, Thames Water recommend that developers engage with them at the earliest opportunity to establish the development's demand for wastewater infrastructure both on and off site can be met. In some circumstances, it may be necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of the wastewater infrastructure. Where there is an identified capacity constraint and no improvements are programmed by Thames Water, the developer should contact Thames Water to agree what improvements are required and how they will be funded prior to any occupation of the development. Where upgrade work is required on the existing wastewater network, and funding has not been approved by regulator Ofwat, the developer will have the option to requisition the infrastructure. Thames Water advise that in the event of an upgrade to its sewerage network assets being required, up to three years lead-in time is usual to enable for the planning and delivery of the upgrade.
- 13.100 Thames Water has limited powers under the Water Industry Act 1991 to prevent connection to its network ahead of infrastructure upgrades and therefore heavily relies on the planning system to ensure upgrades are provided ahead of development either through phasing and Local Plan policies or the use of Grampian style conditions attached to planning permissions. This is facilitated by Policy CS16: Infrastructure delivery, of the Core Strategy.
- 13.101 The provision of water treatment (both wastewater treatment and water supply) is met by Thames Water's asset plans and from the 1st April 2018 network improvements will be from infrastructure charges per dwelling. From 1st April 2018, the way Thames Water and all other water and wastewater companies charge for new connections will change. OFWAT has published new rules, which say charges should reflect:
- fairness and affordability
 - environmental protection
 - stability and predictability
 - transparency and customer-focused service
- 13.102 The changes will mean that more of Thames Water's charges will be fixed and published, rather than provided on application, enabling developers to estimate costs without needing to contact them. The services affected include new water connections, lateral drain connections, water mains and sewers (requisitions), traffic management costs, income offsetting and infrastructure charges. Thames Water will publish their new charges on 1 February 2018⁵⁴.
- 13.103 Water companies can only identify whether any additional wastewater infrastructure will be needed to support large-scale development once the scale and location of a proposal has been confirmed. Thames Water advised the Council which sites, included in the 2015 draft Site Allocations DPD ('Regulation 18 version') are likely to have sufficient and insufficient existing wastewater infrastructure to support the development proposed.

⁵⁴ Further information is available on Thames Water's website at: <https://developers.thameswater.co.uk/New-connections-charging>

Those sites identified by Thames Water in their July 2015 response as likely to have insufficient wastewater infrastructure for the developments planned are as follows:

Proposal site reference (Reg18)	Site Name	Timing of delivery
UA7	1 - 12 High Street & 26 - 34 Commercial Way, GU21 6EN	2015-2027
UA37	1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road, and 95-105 Maybury Road, GU21 5JL	2015-2027
UA33	101-121 Chertsey Road, Woking, GU21 5BW	2015-2027
UA42	11-15 Guildford Road/Southern House/Jubilee House/Lynton House, Station Approach, Woking GU22 7PX	2015-2027
UA8	2 - 24 Commercial Way & 13 - 28 High Street, Woking, GU21 6BW	2015-2027
UA40	Car Park (east), Oriental Road, Woking, GU22 8BD	2015-2027
UA41	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road,	2015-2027
UA25	Goldsworth House, Denton Way, Woking, GU21 3LG	2015-2027
UA51	Land at Station Approach, West Byfleet, KT14 6NG	2015-2027
GB12	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford,	2027-2040
GB15	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	2022-2027
GB10	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford GU22 0NN	2027-2040
GB11	Land to the north west of Saunders Lane, Mayford, GU22 0NN	2027-2040
GB5	Land to the south of Murray's Lane, Byfleet, KT14 7NE	2027-2040
UA32	Land within Sheerwater Priority Place, Albert Drive, Woking GU21 5RE	2015-2027
UA39	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	2015-2027

- 13.104 Against each of these sites, Thames Water specifically stated: *“the wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver”*.
- 13.105 Thames Water also stressed the need to consider cumulative impacts of multiple sites in the same area coming forward, as this may lead to a greater impact.
- 13.106 Thames Water recommends that developers engage with them at the earliest opportunity to establish the following:
- The developments' demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and
 - The surface water drainage requirements and flood risk of the development both on and off site and can it be met.
- 13.107 The Thames Water Sewage Treatment Works, Carters Lane, Old Woking, is allocated as a Major Developed Site (MDS) in the Green Belt in Core Strategy policy CS6: Green Belt. Limited infill development of the STW use will therefore be permitted on the site and

development within the site boundary may not be considered inappropriate development in the Green Belt in principle or constitute a departure from the development plan. The boundary of the site is shown on the Proposals Map.

- 13.108 In addition to the above, the Council will continue to respond to information requests on housing completions in the area to help inform their future asset management planning processes.
- 13.109 The key requirements for the proposed allocated sites in the Site Allocations DPD up to 2027 include the need for developers to liaise with Thames Water at the early stages of their proposals. Key requirements for the safeguarded sites will be confirmed at the review of either the Core Strategy and/or the Site Allocations DPD. Thames Water will be consulted at that time for their input in order to provide up-to-date information at the time.

Communications Infrastructure

- 13.110 For the purpose of this IDP, communication infrastructure has been separated into mobile phone network and broadband services, although it is recognised that in all areas of daily life, and in many work situations, the preferred platform for online activities is increasingly mobile – handheld or wearable. The Council has also assumed that land line infrastructure will continue to be provided as and when needed to serve new developments. In some cases, land line infrastructure is required to obtain broadband services.
- 13.111 Ofcom is the independent regulator and competition authority for the UK communications industries.

Evidence base

- House of Commons Library Briefing Paper: Superfast Broadband Coverage in the UK (9 March 2017) (S. Priestley, C.Baker)
- SCC Superfast Broadband Programme Website (accessed June 2017)
- SCC Cabinet Report: Investment of Programme Funding to Further Extend Superfast Broadband Infrastructure to Surrey Premises (13 December 2016)
- Ofcom Annual Plan 2017/18
- Connected Nations Report 2016 (Ofcom)
- Next Generation Mobile Technologies: A 5G Strategy for the UK (March 2017)

Mobile Phone Network

- 13.112 Mobile phone technology is rapidly changing: over the last thirty years, the industry has gone from first generation, voice only, analogue service (1G), through 2G, 3G and now 4G, which delivers a truly mobile broadband service.
- 13.113 Increasing consumer demand, especially for data, requires mobile operators to invest continually in network coverage and capacity. This is largely driven by the widespread adoption of smartphones and the rapid uptake of tablet devices. Research by Ofcom has shown that in recent years, more people rely on a mobile phone than relying on a landline; and that people on lower incomes are even more likely to live in a mobile-only household, or to access the internet using a mobile connection.

- 13.114 Mobile UK is now the trade association for the UK's four Mobile Network Operators (MNOs) - EE, O2, Three and Vodafone (the Mobile Operators Association no longer exists). Its role is to identify the barriers to progress, seek solutions and work with all relevant parties to bring about change. A key ambition is to work towards full mobile coverage across the UK. Mobile UK is calling for a range of steps, such as changes to planning laws and the Electronic Communications Code in order to make network roll-out more viable.
- 13.115 Investment in mobile communications infrastructure, such as more base stations (the site where the mobile device communicates over the air with the mobile network), is critical to respond to this rapid pace of change. The consolidation of several operators, and subsequently their networks, has resulted in the joint use of existing base station site infrastructure and hardware which results in one set of equipment on site, and this is enabling the reduction of duplicate sites.
- 13.116 Although indoor coverage has increased (around 89% of UK premises in 2016 experienced effective indoor coverage of voice services from all operators, up from 85% in 2015), there is still some way to go with geographic coverage⁵⁵. The Government has identified two issues with mobile coverage in the UK: 'not-spots' – areas where there is currently no coverage available; and 'partial not-spots' – areas which have coverage from some but not all of the four mobile networks. This mainly applies to rural and remote areas of the country.
- 13.117 The Government launched the Mobile Infrastructure Project to improve mobile coverage to 'mobile not-spots', but it was considered to be unsuccessful, partially due to difficulty in gaining planning permission to install tall masts (20-30m) in sensitive rural areas. The Government is taking action to make it easier to roll out the fixed and mobile infrastructure that the UK needs:
- by introducing extended permitted development rights for taller mobile masts in both protected and non-protected areas in England⁵⁶;
 - by reforming the Electronic Communications Code - which regulates the relationship between electronic communications network operators and site providers – via the Digital Economy Bill. It is intended that the Code include provision for automatic rights to upgrade/share infrastructure where there is no additional burden to the landowner.
- 13.118 The four MNOs entered into a binding agreement with the Government in December 2014 to improve mobile infrastructure and enable, amongst other things, 90% geographic voice coverage throughout the UK by December 2017 via a £5bn investment programme.

Current Provision across Surrey

- 13.119 Historic data published by the Mobile Operators Association indicates that there were over 100 communications masts in the borough in 2014/15.
- 13.120 Ofcom data suggests that only 0.25% of premises in Surrey do not have a reliable 2G signal from any mobile operator, 0.05% of premises do not have a reliable 3G signal from any operator, and 0.53% do not have a reliable 4G signal.

Planned Provision

⁵⁵ Connected Nations 2016 (Ofcom)

⁵⁶ Changes brought into force by the Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2016, from 24 November 2016

- 13.121 Each MNO has individual targets to improve coverage across the country. All four operators are in the middle of a major 4G rollout programme. For Woking, investment in communications infrastructure is likely to be focused on building a faster network with more capacity, via upgrades to the existing network and deploying new base stations.
- 13.122 The MNOs are in the best position to determine where new or improved communications infrastructure will be required and when. New base stations are likely to be needed to meet growing demand for access to more services, but planning policy (specifically policy DM22: Communications infrastructure, of the Development Management Policies DPD) encourages network operators to seek to share sites wherever possible. Site sharing helps reduce energy consumption and the overall environmental footprint of networks, as well as improving the quality of coverage.
- 13.123 In the next 5 years or so, it is anticipated that 5G will emerge. In March 2017, the Government published its 5G Strategy. It explains how there will be a significant challenge both in finding suitable sites for 5G infrastructure, and ensuring that telecommunications networks meet local needs. The Government cites that local planning policy can facilitate the growth of such infrastructure. Woking's planning policy framework already includes policy DM22 setting out how high quality digital infrastructure will be delivered and supported in Woking. Outside of the planning framework, the Government anticipates that there may be an obligation by local areas to develop broader plans to deliver local mobile connectivity: 'local connectivity plans', which will articulate how an area will meet its connectivity needs.

Broadband Network

- 13.124 Connectivity is playing an increasingly important role in how people live their daily lives at home – for example, through social networking, news consumption and watching TV; as well as being increasingly important for business. For example, teleworking, online access to customer and public services, e-commerce and cloud-based software are increasingly common. Access to an efficient broadband connection is considered crucial in supporting Surrey's future economy, including its rural economy.

Some common terms⁵⁷ used to describe broadband services include:

Fibre to the cabinet (FTTC): This describes a superfast broadband connection that uses optical fibre from the exchange to the street cabinet and a copper cable to connect the cabinet to the home or office, as described above. Providers such as BT, Sky and TalkTalk offer FTTC services.

Cable: This is a similar concept to FTTC, but the connection between the cabinet and the home or office is made of a particular type of copper cable that can support very high speeds. Virgin Media offers this kind of service, delivering superfast broadband and television services over its cable network.

Fibre to the premises (FTTP): This describes a service that uses fibre from the exchange directly to the consumer's home or office. FTTP, or "full fibre" networks can deliver very high speeds and is offered to different extents by BT, KCOM in and around Kingston Upon Hull, and several smaller providers such as B4RN in rural Lancashire, Hyperoptic and Gigaclear.

Wireless: This describes a service that uses a wireless connection between the consumer's home or office and the provider's network. This kind of service is often based on similar technologies to those used in mobile networks, and can deliver superfast speeds. These services are offered by providers such as Relish and Quickline.

⁵⁷ Extracted from Ofcom's 'Connected Nations' 2016 report

- 13.125 Superfast broadband has been rolled out to much of the country on commercial terms by providers such as BT and Virgin Media. The Government's policy is to provide funding to support the roll-out of superfast broadband to those areas of the UK where commercial rollout is not economically viable. This is mostly, but not entirely, in rural areas. The Government defines superfast as speeds greater than 24Mbps, whereas Ofcom (the UK regulator) defines it as speeds greater than 30Mbps.
- 13.126 Broadband Delivery UK (BDUK), part of the Department for Culture, Media and Sport (DCMS), is responsible for implementing the Government's policy on superfast broadband roll-out which consists of three stages:
- to provide superfast broadband coverage to 90% of UK premises by early 2016 and access to basic broadband (2Mbps) for all from December 2015 – "Phase 1";
 - to provide superfast broadband coverage to 95% of UK premises by the end of 2017 – "Phase 2";
 - to explore options to provide superfast coverage to the hardest to reach parts of the UK - "the final 5%".
- 13.127 Whilst this represents the current BDUK targets for all areas, Surrey County Council (SCC) has implemented its own Superfast Surrey Broadband Programme with different contractual targets. BT Openreach has been responsible for providing open fibre optic network across the country available to all broadband companies. The Superfast Surrey programme is a jointly funded programme between SCC, BT and BDUK to deploy fibre based infrastructure to residents and businesses that have been excluded from any commercial rollouts. Up to 20% of Surrey was not included in BT's UK roll-out of superfast fibre optic broadband, and this shortfall was intended to be covered by the Superfast Surrey programme.
- 13.128 There has been some criticism over the UK's use of FTTC rather than FTTP to roll-out superfast broadband, as it will limit the availability of ultrafast broadband services (download speeds of at least 300Mb/s as defined by Ofcom). In order to encourage deployment of new ultrafast networks, including FTTP, Ofcom has stated it would make a 'strategic shift', including opening up access to BT Openreach's network of poles and ducts to allow competitors to install fibre optic cables to homes and businesses at a lower upfront cost. Ofcom reports that around 46% (13m) of UK premises have access to broadband services with download speeds of 100Mb/s or more; and around 2% (480,000 premises) have access to speeds of 300Mb/s or more. It expects to see a significant increase in the number of premises that can receive ultrafast broadband as Virgin Media started offering services with these broadband capacities in the latter half of 2016. BT have also announced an investment of £6bn in ultrafast and mobile broadband over the next few years (on 5 May 2016).

Current Provision

- 13.129 The Superfast Surrey Broadband Programme has delivered fibre broadband infrastructure to more than 86,000 premises and the main phase of the programme has been completed. 96% of all Surrey residents are now able to access fibre download speeds of 15Mb/s or more, and this is anticipated to increase to 97% by 2018 due to additional commercial deployment plans (see 'planned provision' below).
- 13.130 Both Virgin Media and BT Openreach already have a fibre-based network operating in Woking, which supports superfast broadband services. The following table, collated from Ofcom open data (June 2016) and analysed by the House of Commons Library, demonstrates Woking's broadband coverage and speeds in relation to the UK average.

Broadband Coverage and Speeds

Constituency Level Data, June 2016

House of Commons Library analysis of Ofcom's *Connected Nations* open data

Select a constituency from the dropdown menu:

Woking

(Optional) Select a s

DATA

Measure	Woking	UK average
Average download speed (Mb/s)	51.8	37.8
Superfast broadband availability	95.9%	88.0%
Connections unable to receive speeds of 10 Mb/s	0.6%	4.9%
Connections receiving the slowest speeds (under 2 Mb/s)	1.5%	2.9%
Connections receiving slower speeds (under 10 Mb/s)	21.6%	30.2%
Connections receiving superfast speeds (over 30 Mb/s)	56.5%	40.8%

COMPARISON TO NEARBY CONSTITUENCIES

	Superfast broadband availability (higher is better)	Average download speed (Mb/s) (higher is better)	Slower connections (< 10 Mb/s) (lower is better)
Woking	96%	51.8	22%
Surrey Heath	95%	53.2	22%
Runnymede and Weybridge	96%	44.5	25%
Aldershot	95%	57.9	20%
Guildford	93%	50.0	24%
Windsor	86%	37.3	31%

Information about Ofcom's data is given below:

Ofcom collected and analysed data from major fixed telecoms operators (BT, Virgin Media, Sky, Talk Talk, Vodafone and KCOM). The availability data also includes coverage information provided by alternative network providers (Gigaclear, Hyperoptic, IFNL, B4RN and Relish).

Due to variations in broadband performance over time, the file should not be regarded as a definitive and fixed view of the UK's fixed broadband infrastructure. However, the information provided in this file may be useful in identifying variations in broadband performance by postcode and the impact of superfast broadband on overall broadband performance. Due to privacy concerns Ofcom has not presented the information in postcodes with less than four broadband connections.

See the notes on the following sheets for further information on how the data was aggregated.

13.131 In summary, Woking:

- has faster than average download speeds;
- has better superfast availability than average;
- has a lower than average % of connections unable to receive 10Mb/s;
- has a lower than average % of connections receiving the slowest speeds (under 2Mb/s);
- has a lower than average % of connections receiving slower speeds (under 10Mb/s); and
- has a higher than average % of connections receiving superfast speeds (over 30Mb/s).

13.132 The majority of households in the borough are covered by the broadband network, albeit at varying speeds.

13.133 An effective broadband service will stimulate economic growth by providing support for new business start-ups and promoting competitiveness. It also has the potential to enable digital inclusion of vulnerable communities and improve access to education facilities (thus improving the skills base). Although there are very few gaps in coverage in Woking, some of the borough's rural areas remain without a reliable broadband connection – as demonstrated in the table above.

Planned Provision

- 13.134 Whilst more than 96% of Surrey premises can now access Next Generation Access (NGA) fibre broadband download speeds of 15Mb/s or more, there are still premises in Surrey that are unable to do so. This is a consequence of premises that are connected to cabinets or structures that have not yet been upgraded to the fibre network, or have been upgraded but are too far from homes and businesses to be able to offer a fast broadband service. To understand broadband coverage in Surrey, SCC undertook an Open Market Review (OMR) and State aid Public Consultation, in March-April 2016. Results indicated that there are still approximately 4% (20,000) of premises scattered throughout Surrey that are unable to access download fibre broadband speeds of 15Mb/s or more. This includes some of Woking's residents, businesses and public sector organisations, that will suffer from lack of access to high quality Internet services leading to the significant risk that sustainable business growth and development may be constrained. It would also hamper innovation and the delivery of more efficient public services.
- 13.135 In December 2016, SCC cabinet agreed to invest 'Gainshare' funding that had been generated by the Superfast Surrey programme's contract into extending fibre broadband infrastructure to as many premises that were not included in any commercial rollout plans and were unable to access fibre download speeds of 15mbps or above. BT have now identified nearly 6,000 additional premises across Surrey that will benefit from fibre broadband download speeds of 24mbps or more, over the next two years as part of the Gainshare deployment.
- 13.136 A list of postcodes of premises identified in Woking is set out below - the three main areas targeted are Anthonys on Chertsey Road, lanes around Hook Heath, and around Duke Street in the Town Centre. It should be noted that the status of any Gainshare deployment postcode may change after BT have undertaken detailed planning and design.

Postcode	Area	Delivery Classification
GU21 4YE	Anthonys, Chertsey Road	Phase 1
GU21 4YF		Phase 1
GU21 4YG		Phase 1
GU21 4YH		Phase 1
GU21 4YL		Phase 1, No Build
GU21 4YQ		Phase 1
GU21 4YR		Phase 1, No Build
GU21 5AN	Elizabeth House, Duke Street	Phase 1
GU21 5AS		Phase 1
GU21 5BA	Duke House, Duke Street	Phase 1
GU21 5BG	Chertsey Street	Phase 1
GU21 5BN		Phase 1
GU21 5BH	Dukes Court, Duke Street	Phase 1
GU21 5XR		Phase 1
GU21 5NL	Chertsey Road	Phase 1, No Build
GU21 5RW	Blackmore Crescent	Phase 1
GU21 5RZ	Forsyth Road	Phase 1
GU21 5SB		Phase 1
GU21 6JU	Butts Road	Phase 1
GU22 0QF	Hook Heath Road	Phase 2, No Build
GU22 0QG		Phase 2, No Build
GU22 0QL		Phase 2
GU22 0RE	Blackhorse Road	Phase 1, No Build
GU22 0RF	Smart Heath Road	Phase 1, No Build
GU22 0RJ		Phase 1

Delivery Classification Key

Phase 1: it is anticipated that there will be Gainshare deployment to all eligible premises in this postcode by end of September 2018

Phase 2: it is anticipated that there will be Gainshare deployment to all eligible premises in this postcode by end of March 2019

Phase 1, No Build: it is anticipated that there will be some Gainshare deployment to premises in this postcode by end of September 2018, but not all eligible premises in this postcode will be updated.

Phase 2, No Build: it is anticipated that there will be Gainshare deployment to all eligible premises in this postcode by end of March 2019, but not all eligible premises in this postcode will be upgraded.

- 13.137 These premises will be connected to the fibre network using a combination of different technologies, including FTTC (either new cabinets or by connecting to an existing nearby enabled cabinet), FTTP, or Fibre to the Remote Node (FTTRN). Work is commencing on detailed design and planning with deployment due to commence at the end of 2017 and final works to be completed in early 2019.
- 13.138 SCC recognises that only a proportion of the 15,300 premises in the New Intervention Area will benefit from additional deployment using the Gainshare funding. SCC also encourages other options for obtaining improved broadband speeds for hard-to-reach premises:
- investigate satellite, wireless or mobile services which may provide improved speeds;
 - self-fund a private leased line;
 - register interest in a fibre connection with Virgin Media's 'cable-my-street', a mechanism for assessing where there is sufficient demand to justify private investment; or
 - coordinate and help self-fund a community initiative.
- 13.1 The NPPF supports the delivery of advanced, high quality communications infrastructure to enable sustainable economic growth.
- 13.2 Core Strategy policy CS15: Sustainable economic development, seeks to cater for the changing needs of the economy by encouraging improved ICT infrastructure in refurbished and redeveloped sites, and encouraging workspace and ICT infrastructure as an integral part of residential development, where appropriate to support home working.
- 13.3 Policy DM22: Communications infrastructure, of the Development Management Policies DPD, seeks to ensure that acceptable provision can continue to be made for communications infrastructure, including 'next generation broadband', whilst ensuring that the impact on environment, visual and residential amenity is minimised. It specifically states that development proposals will be expected to support and help implement the aims and objectives of Superfast Surrey: "on-site infrastructure should be provided, including open access ducting to industry standards, to enable all premises and homes to be directly served by the latest broadband technology, including fibre optic broadband technology". Exceptions will only be considered where it can be demonstrated by evidence that making such provision would render the development unviable.
- 13.4 The policy seeks to ensure that new development is 'superfast ready', and even where the strategic infrastructure is not readily available, provision should be made for local infrastructure of ducting and cabinets to enable future connection. Developers will be expected to fund connection costs from all future development to the existing broadband network.

- 13.5 The Government has allocated £740m to telecoms investment up to 2020-21 through a new National Productivity Investment Fund, in particular to support the roll-out of full fibre networks and future 5G communications. This will include funding to local areas to support investment in a much bigger fibre 'spine' across the UK. Woking Borough Council will continue to work with Surrey County Council and community and business networks in the Borough to support both the further uptake of broadband services, and the implementation of any future Ultrafast initiative.

14.0 Flood Alleviation

- 14.1 Some areas of Woking Borough are at risk of flooding, and this will be exacerbated in the future by the impacts of climate change. This section sets out details of the main waterways in the Borough, the provision of flood defences (including on the extended Hoe Valley Scheme), an assessment of future needs, the programme for delivery and potential funding sources.

Evidence base

- Woking Borough Council Strategic Flood Risk Assessment (November 2015)
- Surrey Local Flood Risk Management Strategy (2017)
- Draft Woking and West Byfleet Surface Water Management Plan (2012)
- Thames Catchment Flood Management Plan 2009

Context

- 14.2 Surrey is a county at high risk of flooding with in excess of 30,000 properties at risk from fluvial and surface water sources. It has experienced several major flood incidents in the last ten years, with much of this occurring in the floodplain of the lower River Thames and its tributaries. There are also many localised areas prone to surface and ground water flooding or the emergence of groundwater.
- 14.3 Multiple organisations and individuals have roles to play in the alleviation of flooding. The Environment Agency (EA) is a government agency whose duty with regards to water management is to maintain or improve watercourses which are designated as Main Rivers⁵⁸; and maintain or improve the ecological status of water bodies in line with the requirements of the Water Framework Directive. The EA also provides advice to Local Planning Authorities (LPAs) as a Statutory Consultee to the planning application process. Surrey County Council (SCC), in its capacity as Lead Local Flood Authority (LLFA) for Woking, has a number of responsibilities around flooding, including for risk management, enforcement and permissive management powers and responsibilities over ordinary watercourses⁵⁹, surface water and ground water as well as Highways drainage. District and Borough Councils, including Woking Borough Council, are key partners to the LLFA in dealing with local flooding issues, having the same permissive powers and responsibilities over ordinary watercourses. In addition, in its role as Local Planning Authority, the Council is responsible for determining planning applications and considering the impact that new developments will have on flooding. The Council takes into account the advice provided by consultees including the EA, and the LLFA concerning the management of surface water. In addition, water and sewerage companies are responsible for the upkeep of watercourses, ditches, culverts, and drains that run through or adjacent to their land. In Surrey, these 'Risk Management Authorities' have formed a partnership board to coordinate flood risk management activities: the Surrey Flood Risk Partnership Board (SFRPB).
- 14.4 Private landowners have responsibilities too – people who have a watercourse running through or adjacent to their land have riparian duties to maintain it. A detailed account of various organisations and their responsibilities are provided in Surrey's Local Flood Risk Management Strategy 2017.

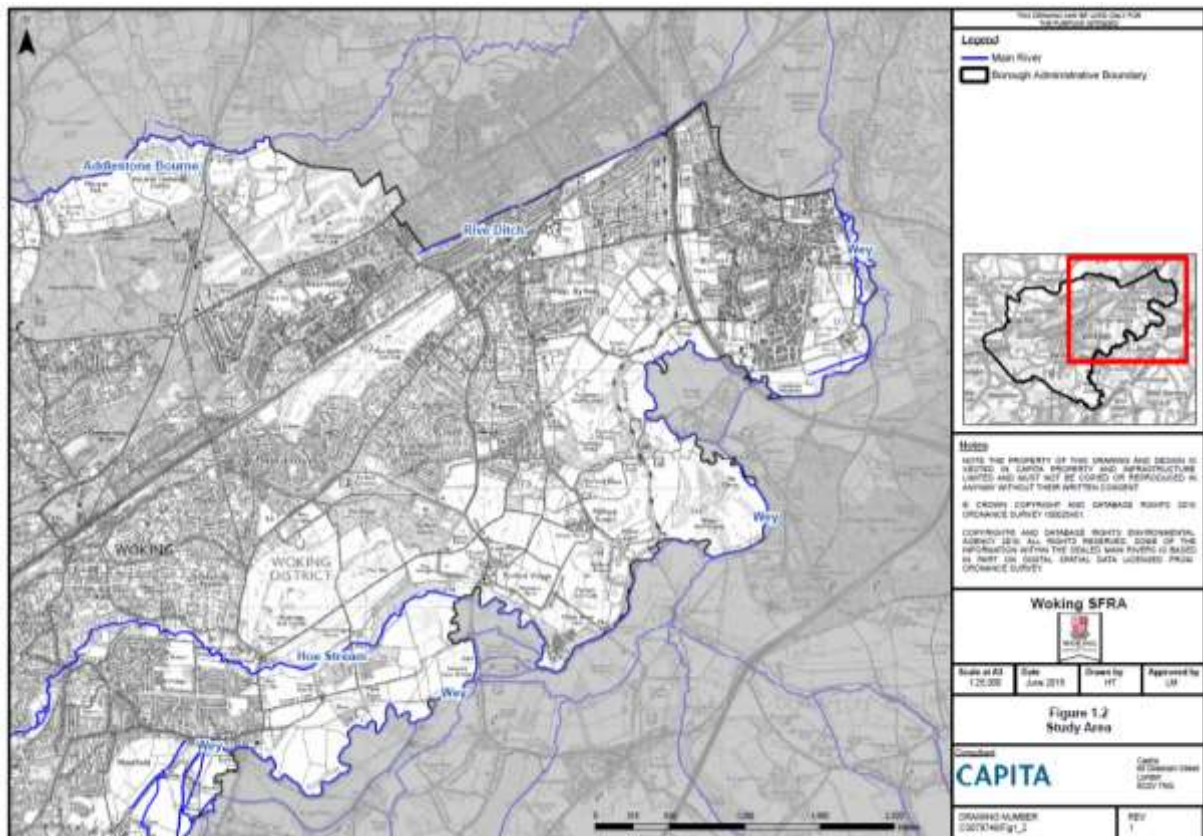
⁵⁸ Main Rivers are generally larger streams or rivers, but can be smaller watercourses of local significance.

⁵⁹ Ordinary watercourses are all river channels not defined as Main Rivers.

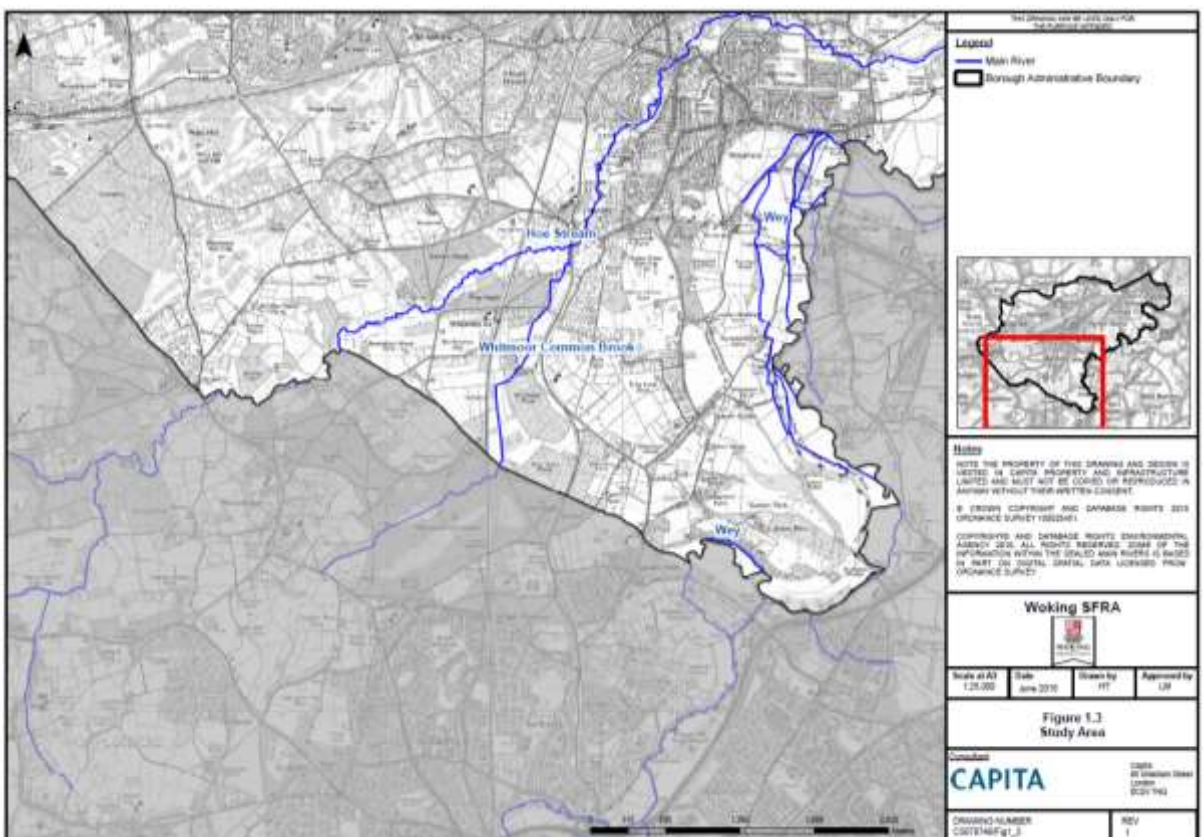
- 14.5 As LLFA, SCC in partnership with SFRPB, by virtue of recent legislation (The Flood and Water Management Act 2010), has prepared a Local Flood Risk Management Strategy 2017-2032 for flood risk management throughout the county (including Woking Borough). A key objective of the Strategy is to reduce risk of flooding to and from all development through local planning policy and processes. The Town and Country Planning (Development Management Procedure) England) Order (2015) has been amended to make SCC, in its capacity as LLFA, a statutory consultee on surface water management drainage issues for all new major developments. These changes came into effect from 15 April 2015.
- 14.6 All proposed development must comply with the NPPF and its technical guidance. Woking Council's Strategic Flood Risk Assessment (SFRA) is a material planning consideration and provides technical information on flood risk in the borough. Liaison with the Environment Agency is also always recommended to ensure that the most up to date information on flood risk is used for development proposals.

Hydrology of Woking

- 14.7 In November 2015, a Strategic Flood Risk Assessment (SFRA) was produced for Woking Borough. An SFRA, as defined in the NPPF, is a study carried out by one or more planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of climate change, and to assess the impact that changes or development in the area will have on flood risk. The SFRA describes in detail all water courses and flood risk in the borough, illustrated by a series of maps, which is summarised below and shown in maps 36-38.
- 14.8 The River Wey is the principle watercourse in the Borough, running along the southern boundary. It flows in a predominantly northeasterly direction from near Petersfield (North Wey) and Liphook (South Wey) to Weybridge. The total length of the main river is 92km, with 37km falling within the SFRA boundary. The Wey catchment includes the tributaries of Hoe Stream and to a lesser extent, Rive Ditch.

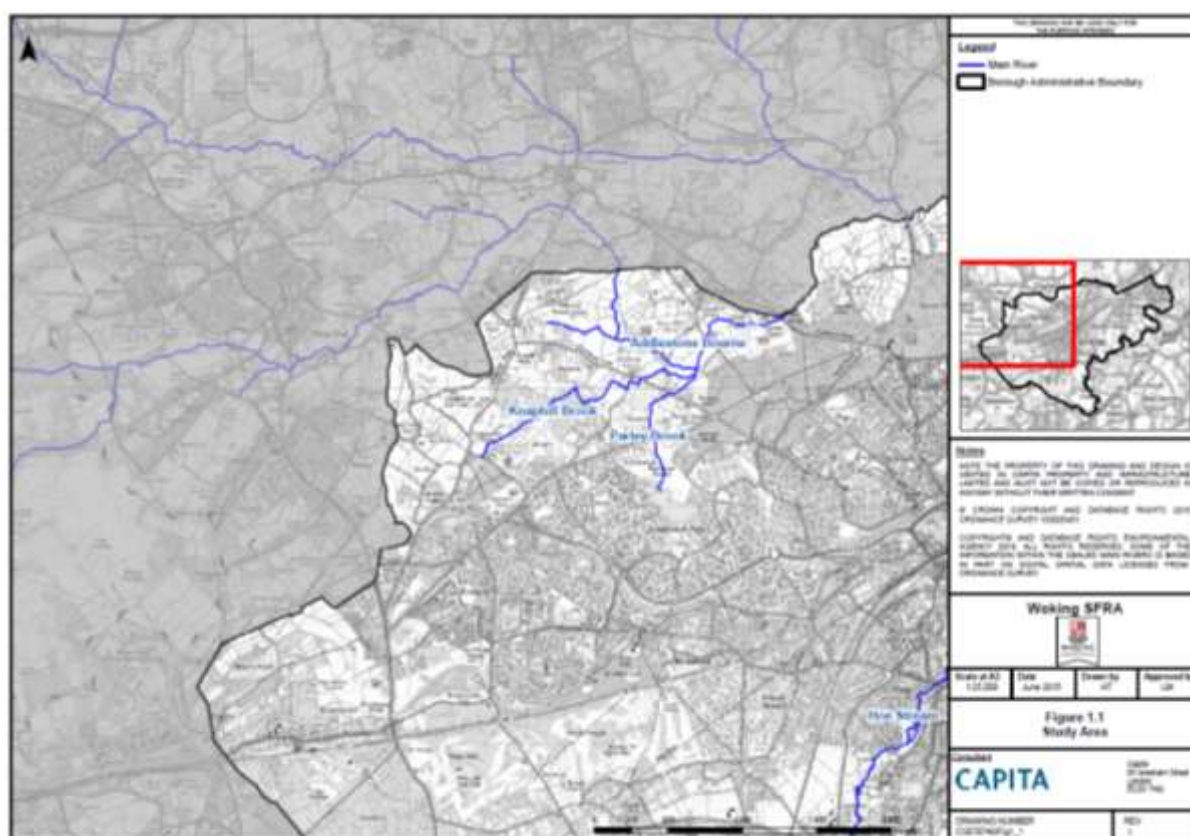


Map 36: Water Courses in the North-east of the Borough



Map 37: Water Courses in the South of the Borough

- 14.9 The other major catchment included in the SFRA area is that of the Addlestone Bourne which bounds Surrey Heath and Woking at the northern edge of the borough. The Addlestone Bourne catchment is approximately 90km², and although it drains primarily into the Chertsey Bourne, the watercourse is also linked to the River Wey at Weybridge. Runoff routes are influenced by the Basingstoke Canal which lies south of the watercourse. Within the SFRA area, there exist several tributaries that drain into the Addlestone Bourne, including Burnt Barn Ditch, Knophill Brook and Parley Brook. These are located directly south of Chobham in Surrey Heath Borough, and are rural catchments.



Map 38: Water Courses in the North-west of the Borough

- 14.10 Running central to the SFRA area is an artificial watercourse, the Basingstoke Canal. To the west of the Borough, this passes over the River Blackwater in an aqueduct. Downstream, at the north-eastern boundary of the Woking Borough, the canal runs parallel with the Rive Ditch and is capable of interacting with it. Other artificial structures in the catchment include the Wey Navigation, consisting of modified channels of the Wey and separate engineered channels, and the Sutton Place Lake in the south of the study area, which has the potential to breach.

Flood Risk in Woking

- 14.11 Five of the six forms of flooding identified in the NPPF are relevant to Woking (there is no coastal flood risk): rivers, surface water, sewers, groundwater and artificial sources. Flooding from rivers and surface water present the greatest risk.
- 14.12 Four fluvial flood zones are defined by the Planning Practice Guidance based on the probability of flood events occurring, as follows:

Flood zone	Definition
Flood Zone 1 – Low Probability	Land having a less than 1 in 1000 annual probability of river

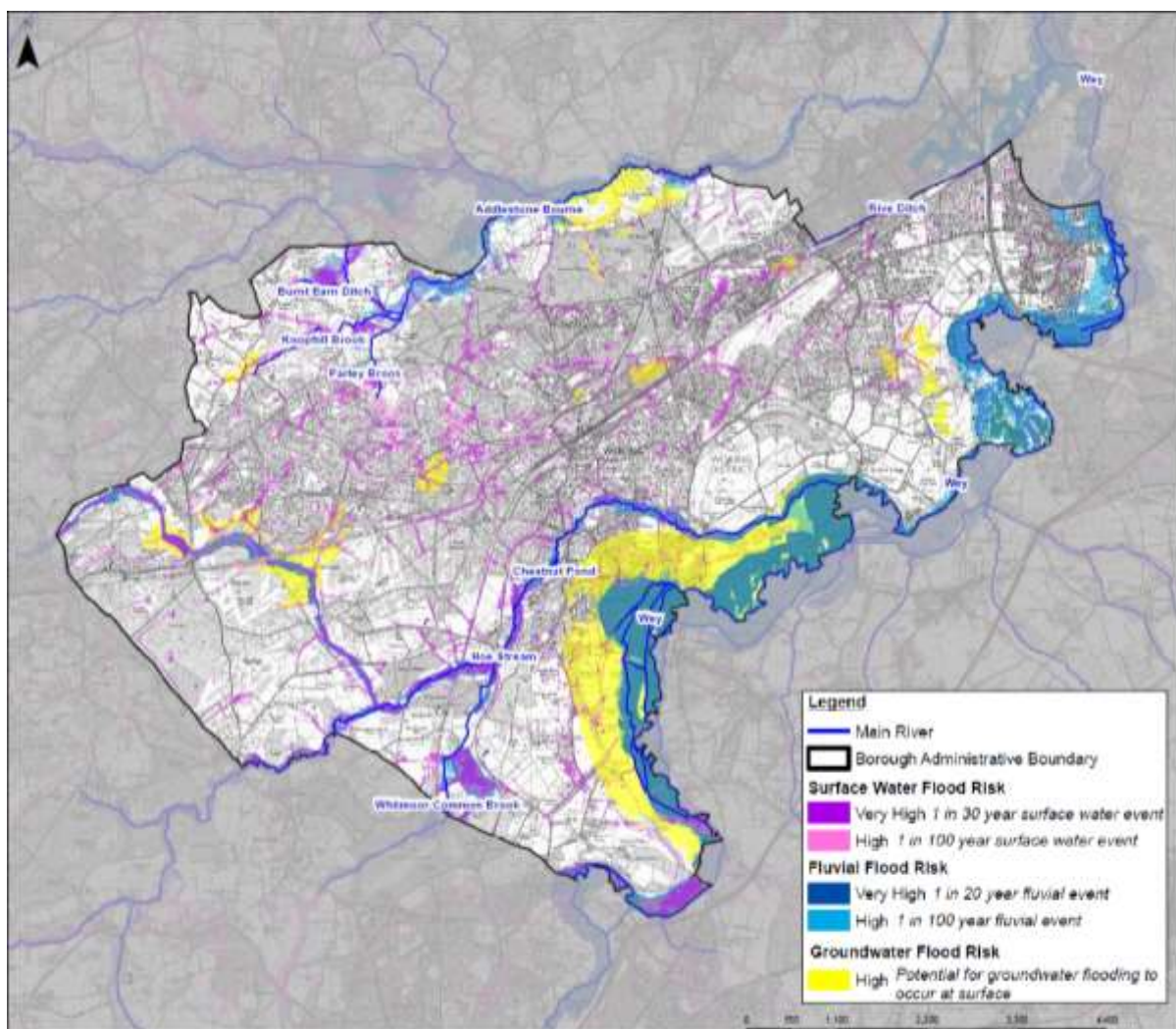
	flooding (<0.1% AEP)
Flood Zone 2 – Medium Probability	Land as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1% AEP)
Flood Zone 3a – High Probability	Land having a 1 in 100 or greater annual probability of flooding (>1% AEP)
Flood Zone 3b – Functional Floodplain	This Zone comprises of land where water has to flow or be stored in times of flood. Only water compatible uses and essential infrastructure should be considered in this zone.

- 14.13 Fluvial (river) flooding from the River Wey and its tributaries represents the primary source of flood risk within the Council area, although this risk has been significantly reduced by implementing the Hoe Valley Flood Alleviation Scheme (FAS). Northern parts of the Woking area are also subject to flood risk from the Addlestone Bourne. There are several properties at 'medium risk' of fluvial flooding (situated in Flood Zone 2), including in Sheerwater, and parts of Byfleet. There are very few properties at 'high risk' of flooding (Flood Zone 3), limited to eastern and southern parts of Byfleet, and small areas of Old Woking and Westfield. Much of the land at 'very high risk' (Flood Zone 3b – the functional floodplain) is undeveloped parkland and green space, except for a few farms and a few properties at Sanway and adjacent to the Wey Navigation at High Road. Although the Hoe Stream FAS has significantly reduced risk of flooding, where the Hoe Stream crosses the A247, there is potential for flooding to properties and infrastructure, and properties (mainly external areas) on the south side of White Rose Lane are at very high risk of flooding.
- 14.14 Pluvial (surface water) flooding and flooding from smaller watercourses is also significant on a local scale. The Borough includes the major developed urban areas of Woking and Byfleet, which have large areas of impermeable surfaces such as roads, pavements and driveways. This is likely to contribute to surface water runoff and subsequently present a significant risk of surface water flooding.
- 14.15 Surface water flooding happens following intense rainfall when the run-off cannot soak into the ground and local watercourses, ditches, streams and sewers become overwhelmed. Flooding then occurs in low spots, and can be seen following heavy rain in over-flowing ditches. This type of flooding happens very quickly and with little warning because the catchments are much smaller than those for rivers.
- 14.16 The SFRA assesses flood risk from surface water in detail in Section 5 of Volume 2, taking findings from the Draft Woking and Byfleet Surface Water Management Plan (2012) into account. The Environment Agency Updated Flood Map for Surface Water shows multiple isolated areas within the Woking SFRA study area which are at moderate to high risk from surface water flooding. The common areas with increased surface water flood risk are along roads, other infrastructure (such as sections of the railway), depressions, and land adjacent to watercourses. Review of the neighbourhood and district centres, shows that whilst the majority are shown as having limited surface water flood risk, the centres for West Byfleet, Goldsworth Park, Horsell, Kingfield, Woking and Sheerwater have ponding and coverage of properties with varied uses that include religious, education, retail and business.
- 14.17 Flood risk from all sources across the Borough, taking into account potential climate change impacts, has been identified in the SFRA and is summarised in the following table:

Type of Flood Risk	Summary of high risk areas	Further information
Fluvial	Modelled and historic flood extents indicate higher risk along floodplains of Wey, Hoe Stream and Whitmoor Common Brook. Defences modelled along Hoe Stream have significantly reduced flood risk.	SFRA, Volume 2, Section 4.3
Surface	Historically affected areas include Maybury, Byfleet, Old Woking and	SFRA, Volume 2,

Water	several roads (particularly Blackhorse Road), which are indicated as at higher risk. Modelling shows areas of Maybury and Sheerwater, Horsell and Goldsworth East at higher risk, including some residential properties, and infrastructure such as roads, schools and community facilities.	Section 5.3
Sewers	Highest number of historical events in Old Woking and West Byfleet. Higher risk areas are the densely populated wards of Goldsworth West, Maybury and Sheerwater and Mount Hermon.	SFRA, Volume 2, Section 7.3
Groundwater	Highest groundwater flooding susceptibility in Old Woking and Pyford, where superficial river gravel deposits exist along the Wey floodplain. Parts of central Woking adjacent to Basingstoke Canal also at increased risk. No historic incidents.	SFRA, Volume 2 Section 8.3
Artificial Sources	Overall low, as breaching embankments unlikely. In this situation, Basingstoke Canal (owned and managed by The Basingstoke Canal Authority), is the highest flood risk source in the area, potentially flooding parts of central Woking. Sutton Place lake has minimal flood extent affected several farms in southern Woking Borough.	SFRA, Volume 2 Section 9.3

14.18 Map 39 below gives an overview of areas of Woking at high risk of flooding. The SFRA produced a series of maps which depict this in more detail, available to download from the Council's website at <http://www.woking2027.info/ldfresearch/sfra>.



Map 39: Areas of Woking at Risk of Flooding

Flood Alleviation Measures

- 14.19 The development and construction of flood schemes is a key element of reducing flood risk. In previous iterations of this IDP, there were nine areas of Surrey that did not benefit from the minimum standard of protection from existing flood defence infrastructure, including Woking. This has been addressed in part through the Hoe Valley FAS, described in more detail below.
- 14.20 The SFRA identifies several possible management options and responses to flooding from land, surface water and sewers:
- Major ground works, such as new or improved drainage systems, including drains, dams or embankments, flood walls and banks, flood storage areas, and regular maintenance of flood alleviation schemes;
 - Appropriate site selection for developments or re-developments;
 - Development zoning including the use of green space and planting to manage runoff (if appropriate);
 - Flood proofing of developments (including land raising and raising floor levels);
 - Flood warning;
 - Management of development runoff by incorporating SuDS into their surface water drainage design.
- 14.21 There are a number of different sources of funding for schemes, but as funding is limited, flood alleviation schemes must be prioritised in the areas of greatest need. The following is a summary of where funding might come from and how these schemes are prioritised for each source:
- **Flood Defence Grant in Aid (FDGiA):** this funding is received from Central Government (Defra) and allocated to Local Authorities based on criteria set by the Thames Regional Flood and Coastal Committee. A key element of this criterion is for schemes to provide a boost to the national economy. Prioritises property flooding, areas of deprivation, environmental benefits and availability of partner contributions.
 - **Local Enterprise Partnerships (LEPs):** this funding is allocated by regional partnerships that receive devolved funds from Central Government and allocate money to projects which protect and improve the economy in a particular region. Prioritises economic growth, new development areas, transport route resilience and availability of match funding (e.g. from European funding).
 - **Highway Capital Drainage:** this funding comes from SCC's central budget and is allocated for highways related flooding. Prioritises safety, property flooding, major congestion and importance of the road(s) in question.
 - **RMA Capital Drainage:** this is a one-off project funded by SCC to resolve severe flooding issues. It is allocated for communities affected by local flood risk. Prioritises property flooding, large-scale community impact, catchment betterment (i.e. improving impacts upstream/downstream of scheme).
 - **Local Authority Capital Investment Programme:** the Council's capital programme covers a range of schemes, including flood alleviation infrastructure.
 - **Grants:** for example, from national initiatives such as the Heritage Lottery Fund, or European Union financial instruments which co-finance projects aimed at protecting the environment.
 - **Developer's s106 contributions / Community Infrastructure Levy:** can subsidise public sources of funding leading to more investment into reducing flood risk. Flood mitigation schemes could not be included on the initial Regulation 123 list as there were no costed schemes under consideration at the time; however, this can be reconsidered when the list is reviewed. Large, strategic developments, including those in the draft Site Allocations DPD, have the potential to generate Section 106

funds which could be used to contribute to some of the flood alleviation measures proposed in the SFRA and SWMP, and especially those which will have multiple benefits.

14.22 Other possible funding sources could include:

- Local business rates including 'business rate supplements' and council taxes including specific precepts and 'special expenses', plus fees and charges, where appropriate and affordable.
- Local activities that can achieve flood risk management benefits as a secondary outcome to their primary purpose of securing community benefit and facilitating economic growth and sustainability.

Current Provision

14.23 Figures 3.1, 3.2 and 3.3 of SFRA Volume 3 provide detailed maps showing the location of all defences and structures within Woking Borough, based on information supplied by the Environment Agency from the Asset Information Management System (AIMS) database. It is worth noting that there are numerous small land drains, surface water courses and defences that are within private ownership and may not be recorded in the AIMS dataset. The condition and maintenance of these watercourses, and in particular the structures along them can be locally important in terms of flooding.

14.24 The bulk of formal flood defences in the borough are along the Hoe Stream, included in the Hoe Stream FAS. The scheme was launched in 2000 following significant flooding along the Hoe Stream which affected the Westfield area, and was partly funded by the Environment Agency, in conjunction with the Council. Completed in 2012, the scheme has reduced flood risk to approximately 200 residential properties from regular flooding. The scheme included the replacement of three flow restrictive bridges along the watercourse and the construction of flood defence/alleviation structures. The protection offered is from a 1 in 100 year event with an additional allowance for climate change.

14.25 Additional to this scheme, table 21 below provides further examples of flood defences that are not included in the Hoe Stream FAS, although the majority of these are not formal flood relief facilities.

Watercourse	Type	Asset Owner	Description
Parley Brook	Culverts	Woking Borough Council	Concrete box culvert.
	Bank protection	Environment Agency	Retaining wall comprised of timber post and geotextile sections and steel sheet pile section.
Wey	Flood relief channel	Environment Agency	RWIS. Running through public open space.
	Bank protection (4 separate defences)	Private	Different types: in 2 cases include sheet piled retaining wall, 1 brickwork retaining wall and 1 part-concrete wall/part-concrete bagwork.
Hoe Stream	Bank protection	Private	Concrete bagwork upstream of FAS.

Table 21: Flood Defence Schemes

Planned Provision

14.26 The Council, in partnership with organisations such as the Environment Agency, aims to deliver a programme of projects and investment over the lifetime of the Core Strategy to

reduce flood risk to communities in the Borough, including the following (which are included in the Council's Investment Programme):

- **Hoe Valley Restoration Scheme:**
An extension and enhancement to the existing scheme, which will alleviate flood risk to the remaining properties which are located in the 'high risk' area, whilst also improving ecological habitat, water quality, and green infrastructure provision and links. The scheme will also attempt to reduce the peak flood level on the River Wey downstream of Pyrford, helping to reduce the impact of flooding on the surrounding residential areas of Byfleet. Works will be implemented in the 'Mayford Meadows' and 'Queen Elizabeth Way' areas, and will include the creation of diversion channels, creation of wetland areas, installation of flood embankments, and creation of ponds to address surface water flooding risk. Works will also include creation of flood bunds and a fish weir bypass channel. Target completion date: October 2022.
- **Old Woking Flood Alleviation and Environmental Enhancement Scheme:**
Aims to protect approximately 80 properties located within the 'high risk' area (1 in 100 annual probability of flooding), whilst improving habitat for wildlife, accessibility for recreation, green infrastructure links, and water quality, and also addressing anticipated climate change impacts. The scheme is proposed on Mill Moor fields and the surrounding land. It consists of the diversion of existing drainage channels away from properties, the creation of flood embankments and a flood wall, and the lowering of land and improvement of wetland habitat to increase flood storage and slow down the flow of water. Target completion date: October 2025.
- **Byfleet Flood Alleviation Scheme:**
Provision of flood defences at Sanway Road, Brooklands Road and Wey Road, to reduce the flood risk in the area, improve conveyance and reduce flood risk in the Lower Thames area. Detailed schemes have not yet been published, but costs will be in the region of £10m. Start and completion dates to be confirmed.
- **Sutton Green Flood Alleviation Scheme:**
Installation of rainwater gardens and increased channel capacity to protect more than 30 homes from a 1 in 30 year surface water flooding event. Start and completion dates to be confirmed.
- **Rainwater Garden Project:**
Retrofitting rainwater gardens within highway verges whilst removing existing highway gullies, providing 1 in 30 year protection. Initial pilot project (phase 1) to be implemented in three priority areas; with a view to then implement phase 2 throughout the Borough if successful. Phase 1 to be implemented in 2018.

14.27 The following additional actions have also been identified to alleviate risk from surface water flooding, as set out in the Draft Woking and Byfleet Surface Water Management Action Plan. These projects are subject to further investigation and consultation:

- Woking Town Centre / Forge End / Vale Farm Road - Design for exceedance by re-profiling of roads/kerbs to create designated flow routes to existing/new collection points. Surface water runoff could be directed to kerbside planters where appropriate. Shallow/underground storage to be provided in open car park areas.
- Woking & Horsell Cricket Club - Underground storage to be provided to collect excess water at intersection of Arthur's Bridge Road / Abbey Road / Kirby Road. Store surface water runoff in detention basins in Horsell Moor (upstream of cricket grounds) for surface water flow path for extreme events.
- Open Rive Ditch between Sheerwater Road and Woodlands Ave Car Park - Store surface water runoff in ponds, wetlands or detention basins linked to new section of Rive Ditch via Old Rive Ditch.
- Walton Terrace / Monument Road – Scheme being developed to restrict flows within the Rive to alleviate flood risk in the area.

- Dartnell Park – Restrict existing opening under Railway line to limit backwater effect from Rive Ditch.
- The restriction of the existing opening under the Railway line to limit the backwater effect from the Rive Ditch.
- The provision of a detention basin at playing field / recreation ground in Bullbeggars Lane / Sythwood Road.

Flood Risk and the Location of New Development

- 14.28 A key objective of the Surrey Local Flood Risk Management Strategy is to reduce the risk of flooding to and from all development through local planning policy and processes. The NPPF requires local authorities to prioritise potential sites for allocation for future development located within a lower risk flood zone, over those exposed to a higher risk of flooding, using the 'Sequential Test'. The 'Exception Test' allows necessary development to go ahead when sites with a lower flood risk are not available, but only after application of the Sequential Test. The Environment Agency confirmed to the Council on 1 June 2015 that, if any proposed allocation sites within the draft Site Allocations DPD are within Flood Zone 2 or 3, the Council will need to apply the Sequential Test.
- 14.29 All reasonable alternative sites within Flood Zone 1 were first identified to take forward for inclusion in the draft Site Allocations DPD. However, additional sites were required to enable delivery of the development set out in the Core Strategy. All reasonable sites which partially fall within Flood Zone 2, and then 3, were then identified, beginning with those with the least proportion of Flood Zone 2, and then 3, in their boundaries, to take forward for inclusion in the draft DPD. The sites passed the sequential test subject to the clear requirements of the draft Site Allocations DPD which direct development away from the part of the sites that lie within Flood Zone 2, and/or where applicable, in Flood Zone 3, i.e. built development on these sites will be focused in Flood Zone 1. The site boundaries are drawn to ensure a defensible boundary or to reflect land ownership. This is also highlighted within the key requirements under each site for which this applies.
- 14.30 Subject to becoming firm allocations in the Site Allocations DPD, developers preparing site layouts for these sites will be expected to utilise areas of the site at lowest flood risk, and only less vulnerable or water compatible development (as defined by the NPPG's flood risk vulnerability classification) should take place on land in Flood Zone 2 (or 3). In addition, the requirements specify that development must not exacerbate any flood risk beyond the boundaries of the site. The sites to which this applies are listed as follows for clarity:

Site	Flood Zone 1 (%)	Flood Zone 2 (%)	Flood Zone 3 (%)
GB16 (SHLAABW004): Broadoaks, Parvis Road, West Byfleet KT14 6LP	95	5	0
GB5 (SHLAABY044): Land to the south of Murray's Lane, Byfleet KT14 7NE	93	7	0
UA32 (SHLAAMS092): Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	74.1	25.9	0
UA1 (SHLAABY046): Library, 71 High Road, Byfleet, KT14 7QN	69	31	0
GB1 (SHLAABRO14a): Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ	98.994	1	0.006
GB2 (SHLAABR024): Five Acres, Brookwood Lye Road, Brookwood GU24 OHD	87.97	6.52	5.51
GB7 (SHLAAMSG025): Ten Acres Farm,	72.05	15.06	12.89

Smarts Heath Road, Mayford GU22 0NP			
GB18 (SHLAA n/a): Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR	41.34	4.58	54.08
GB22, (SHLAA n/a): Woking Palace, Carters Lane, Old Woking, GU22 8JQ	16.91	14.7	68.39
GB17 (SHLAA n/a): Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	13.9	17.57	68.53
GB20 (SHLAA n/a): First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	0	5.6	94.4
GB21 (SHLAA n/a): Second SANG at Gresham Mill, High Street, Old Woking GU22 9LH	0	0	100

- 14.31 This is considered an enforceable approach. The appropriate location of development will be clearly stated in the adopted site allocation - part of the Development Plan - and would carry significant weight in decision-making on a future planning application for the site. This is considered preferable to excluding areas of greater flood risk (Flood Zone 2 or 3) from the site boundary, as inclusion allows a suitable complementary use to be secured as a part of any development (which often results in improved infrastructure, for example, open space, landscaping, flood storage, biodiversity improvements).
- 14.32 The sequential testing of sites informed the Council's approach to only fluvial flooding. The site allocations process and any subsequent individual planning applications will rely upon the latest Strategic Flood Risk Assessment (SFRA), and any detailed site specific requirement set out as 'key requirements' in the Site Allocations DPD, to demonstrate that there are no issues arising from other sources of flooding, for example from pluvial flooding (surface water run off). Where a site, or part of a site, falls within the 'high risk' area for surface water flooding (assessed during the preparation of the DPD using Environment Agency maps), this has been highlighted under the 'key requirements' of the site in the draft DPD.
- 14.33 The key requirements within each site allocation policy have been informed by feedback from the Environment Agency and will enable suitable mitigation measures to be considered. The Environment Agency identified potential impacts of development on a number of factors, including flood risk, groundwater vulnerability, biodiversity (such as water voles), designated habitats, and waterway contamination.
- 14.34 In accordance with Core Strategy Policy CS9 *Flooding and water management*, a Flood Risk Assessment (FRA) will be required for any site within or adjacent to areas at risk of flooding as identified by the SFRA, to demonstrate that the development will not increase flood risk elsewhere, or exacerbate the existing situation from all sources of flooding. The impacts of climate change should also be taken into account when conducting the assessment.
- 14.35 As sites within the draft Site Allocations DPD have a capacity threshold of 10 net additional dwellings, sustainable drainage systems (SuDS) should be provided to ensure that effective management of surface water run-off is achieved, unless demonstrated to be inappropriate, as defined in the Town and Country planning (Development Management Procedure) (England) Order 2015. This also applies to equivalent non-residential or mixed development proposals (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010). The Council will now offer adoption for SuDS that are in public, open spaces and serve more than one property. SuDS, and other flood alleviation measures, often result in multiple benefits from improved green infrastructure delivery, such as habitat creation for wildlife and accessible recreation space.

- 14.36 Where the constraints to development are likely to be significant, developers should seek advice from the Council, the Environment Agency and Thames Water as to the specific requirements for assessment. Appendix B of the SFRA provides further detailed guidance for the completion of detailed flood risk assessments and guidance on mitigation measures.

15.0 Green Infrastructure

- 15.1 The Core Strategy plans for the sustainable development of almost 5,000 additional homes, 28,000 sq.m of additional office space, 20,000 sq.m of warehouse floorspace, and 93,000 sq.m of additional retail floorspace to 2027, supported by infrastructure including new natural and recreational assets. An objective of the Core Strategy is to ensure that the provision of community infrastructure keeps pace with growth, including green infrastructure (GI).
- 15.2 The National Planning Policy Framework (NPPF) defines GI as: *“A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”* (NPPF, page 52).
- 15.3 This definition is broadened in the Core Strategy, policy CS16 ‘Infrastructure delivery’, to include: parks and gardens, natural and semi-natural urban greenspaces, green corridors, outdoor sports facilities, amenity greenspace, provision for children and young people, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, green roofs and walls.
- 15.4 Green infrastructure is important as it provides many social, economic and environmental benefits close to where people live, visit and work including:
- Places for outdoor relaxation, social interaction, community development and play
 - Space and habitat for wildlife with access to nature for people
 - Climate change adaptation (for example flood alleviation)
 - Environmental education
 - Local food production - in allotments, gardens and through agriculture
 - Improved health and well-being – lowering stress levels and providing opportunities for exercise.
- 15.5 In March 2016, the Council adopted a comprehensive Biodiversity and Green Infrastructure Strategy titled ‘Natural Woking’, with clear links to Woking 2050 (the Council’s Climate Change Strategy) and the Core Strategy. It sets out the Council’s strategic approach to GI in the Borough by identifying the existing network and identifying gaps for potential new provision. It also looks to connect the individual elements to make strong recreational, ecological and environmental networks in Woking Borough. In this regard, Natural Woking goes beyond traditional site specific planning of open space, and takes a ‘whole landscape’ approach, leading not only to wider environmental benefits, but also social and economic benefits.
- 15.6 Existing GI provision and proposals are informed by the evidence listed in the box below.

Evidence base

- Natural Woking: Biodiversity and Green Infrastructure Strategy and supporting information document (March 2016)
- Woking Playing Pitch and Outdoor Sports Facilities Strategy and Action Plan (April 2017)
- CIL Charging Schedule (2014)
- Thames Basin Heaths SPA Avoidance Strategy 2010-2015
- Neighbourhood Plans’ Local Green Space Policies
- Naturally Richer: A Natural Capital Investment Strategy for Surrey
- Surrey Landscape Character Assessment: Woking Borough (2015)
- Woking Borough Open Space, Sports and Recreation Facilities Audit (2008)

- The State of Surrey's Nature, Surrey Nature Partnership (2017)

Context

- 15.7 The NPPF requires specifically local planning authorities to set out a strategic approach in their local plans to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (paragraph 114). The Core Strategy aims to achieve this through a range of policies which ensure that the necessary green infrastructure is protected and/or put in place to support the level of growth proposed:
- Policy CS6 Green Belt
 - Policy CS7 Biodiversity and nature conservation
 - Policy CS8 Thames Basin Heaths Special Protection Areas
 - Policy CS16 Infrastructure delivery
 - Policy CS17 Open space, green infrastructure, sport and recreation
 - Policy CS22 Sustainable construction
- 15.8 In addition, a number of policies within the Development Management Policies DPD (adopted October 2016) deliver and/or clarify the above policies in detail, including:
- Policy DM1 Green infrastructure opportunities
 - Policy DM2 Trees and landscaping
 - Policy DM3 Facilities for outdoor sport and outdoor recreation
 - Policy DM4 Development in the vicinity of Basingstoke Canal
 - Policy DM10 Development on garden land
 - Policy DM13 Buildings in and adjacent to the Green Belt
- 15.9 Policy CS17 'Open space, green infrastructure, sport and recreation' is the strategic policy for GI within Woking Borough. All relevant development proposals will need to contribute to GI provision through the Community Infrastructure Levy (CIL) or on larger sites through on-site provision and/or S106 contribution as appropriate. The Council will encourage improvement and enhancement of existing GI, particularly the protection and enhancement of physical access and rights of ways.
- 15.10 Policy CS17 refers to a range of GI assets which form a wider network, including:
- parks and gardens - including urban parks, country parks and formal gardens;
 - natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. down lands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits);
 - green corridors - including river and canal banks, cycleways, and rights of way;
 - outdoor sports facilities (with natural or artificial surfaces and either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas;
 - amenity greenspace (most commonly, but not exclusively in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens;
 - provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (eg 'hanging out' areas, teenage shelters);
 - allotments, community gardens, and city (urban) farms;
 - cemeteries and churchyards;

- accessible countryside in urban fringe areas; and
- civic spaces, including civic and market squares, and other hard surfaced areas designed for pedestrians.

15.11 An audit of open space, sport and recreation facilities in the Borough was undertaken in 2008, and this evidence was used to support the preparation of both the Core Strategy and the previous iteration of this IDP. The study has now been superseded in the main by information provided in Natural Woking, the SPA Avoidance Strategy and Playing Pitch and Outdoor Sports Facilities Strategies, and work undertaken for the adoption of the Community Infrastructure Levy.

15.12 GI delivery to support growth will be a product of both increased provision of dedicated space, as well as enhancing the quality of existing sites and supporting the functionality of the wider environment. This latest iteration of the IDP seeks to assess existing green space provision, and future need based on Core Strategy growth projections. It retains the typologies used in previous versions of the IDP as they encompass the green assets identified in Natural Woking and other up-to-date sources of information. The Supporting Information Document accompanying Natural Woking, for example, provides more detail and guidance to deliver the aims of the Strategy. It includes detailed descriptions of different GI categories (Appendix 1), including biodiversity, open space and recreation, open countryside and the Green Belt, blue infrastructure, food/crop growing and landscape. The Borough's current biodiversity status and GI provision is summarised in Appendix 4 of the Supporting Information Document. This appendix provides an audit of the Borough's assets, accompanied by a series of maps, including 'Map 24' which illustrates the Borough's GI opportunity areas (see map 40 below).



Map 40: Woking Borough's Green Infrastructure Opportunity Areas. Source: Natural Woking.

Natural and Semi-natural Green Space

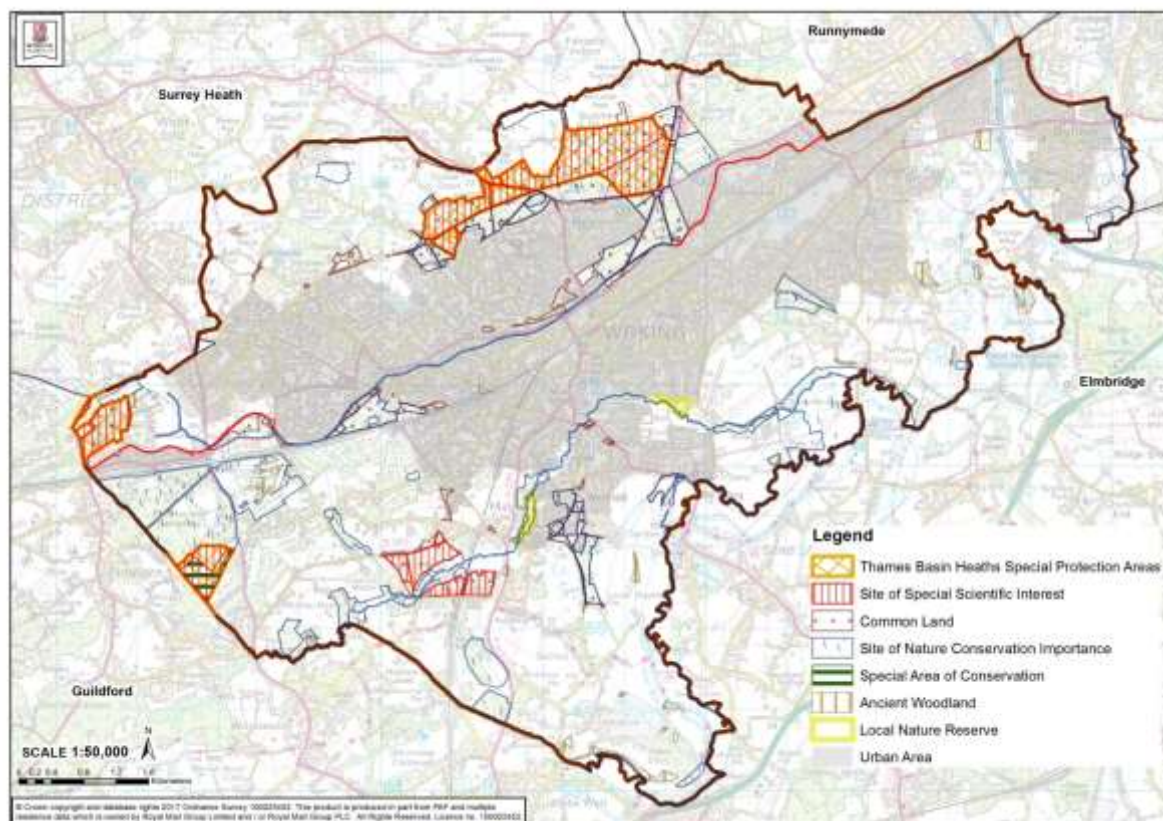
- 15.13 Natural and Semi-natural open spaces include areas of woodland, urban forestry, scrub, grasslands (e.g. down lands, commons and meadows), wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits).
- 15.14 Standards for most forms of open space are set out in Appendix 4 of the Core Strategy. Natural England's Accessible Natural Green Space Standards (ANGSt) defines natural greenspaces as 'places where human control and activities are not so intensive so that natural processes are allowed to predominate'. The ANGSt sets out targets for the quantity and quality of accessible open space:
- An accessible natural greenspace of at least 2ha in size, no more than 300m (5 minute walk) from home
 - At least one accessible 20ha site within 2km of home
 - One accessible 100ha site within 5km of home
 - One accessible 500ha site within 10km of home
 - 1ha of statutory Local Nature Reserve/ 1,000 population.
- 15.15 In Woking, access to areas of natural and semi-natural open space has been identified through the Open Space, Sports and Recreation Facilities Audit 2008 (the '2008 Audit'). This information has been brought up-to-date to some extent by the audit of green space assets in Appendix 4 of the Supporting Information Document of Natural Woking (March 2016). Natural and semi-natural spaces include the following:

Green Space Type	Description
Special Protection Area (SPA)	Thames Basin Heaths SPA. The SPA comprises a network of 13 sites across 11 local authorities in Surrey, Berkshire and Hampshire. Sites in Woking include: <ul style="list-style-type: none"> • Horsell Common SSSI (see below); • Brookwood Heath (part of Ash to Brookwood Heath SSSI – see below); and • Sheets Heath (part of Colony Bog and Bagshot Heath SSSI – see below). Chobham Common SSSI, Ockham and Wisley SSSI and Whitmoor Common SSSI are also within 5km of the Borough and are therefore 'accessible' to Woking residents.
Special Areas of Conservation (SAC)	Thursley, Ash, Pirbright and Chobham SAC. SACs are designated for their international importance. The site is also an SSSI. The additional designation as a SAC is recognition that some or all of the wildlife habitats and species are particularly valued in a European context.
Sites of Special Scientific Interest (SSSI)	There are six SSSIs all or part of which are found within the Borough: <ul style="list-style-type: none"> • Horsell Common (status: favourable/recovering condition) • Ash to Brookwood Heaths (favourable/recovering) • Colony Bog & Bagshot Heaths (favourable/recovering) • Basingstoke Canal (unfavourable/no change) • Smart's and Prey Heaths (unfavourable/recovering), and • Whitmoor Common (largely unfavourable/recovering) (fragment only - Whitmoor Common is located in Guildford Borough but adjoins the Woking Borough boundary). Recent surveys (1 May 2014) show that most of the SSSIs in Woking are in 'recovering' and favourable condition ⁶⁰ .
Sites of Nature Conservation Importance (SNCI)	There are over 44 SNCIs in Woking Borough. These are non-statutory local designations, identified in the early 1990s (with an update in 2003) for their local nature conservation and geological value. Pyrford Common, Roundbridge Farm, Grayshott Fields, Wheelers Meadow (South), Warren Farm Meadows, Pyrford Place Lake, the Hoe Stream and River Wey were designated as SNCI's to protect the important meadow, marsh, pasture, heathland and water course habitats.
Local Nature	There are two LNRs in Woking Borough:

⁶⁰ Natural England Database available at: <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Reserves (LNR)	<ul style="list-style-type: none"> • White Rose Lane; and • Mayford Meadows. <p>LNRs are statutory designations identified for their nature or wildlife value.</p>
Ancient Woodlands and Woodlands	<p>There are numerous designated areas of ancient woodland within Woking Borough. They are ancient as they are known to be in existence since 1600.</p>

15.16 These areas are shown on map 41 below (a number of them overlap).



Map 41: Natural and Semi-Natural Spaces (not including SANGs) in Woking Borough

- 15.17 The 2008 Audit identified 49 individual natural and semi-natural green space sites in and around the Borough, covering an area of 503ha (around 8% of the borough). The study concluded that the amount of natural/semi-natural open space was sufficient to meet the expectations of Borough residents, because there was considered to be a significant amount of this type of open space in the Borough, which was of generally high quality. The audit found that all areas of the Borough are in good proximity of at least one natural or semi-natural open space.
- 15.18 As the supply of natural and semi-natural green space has significantly increased since the previous version of the IDP, it is reasonable to assume that these conclusions prevail. The following new natural and semi-natural green spaces have been delivered:
- Heather Farm, 26.43ha – new wetland and Suitable Alternative Natural Greenspace (SANG), operational since January 2016.
 - Brookwood Farm SANG, 8.06ha – new country park and SANG, operational since 2017, but yet to be completed.
- See map 43 below for locations of these new green spaces.

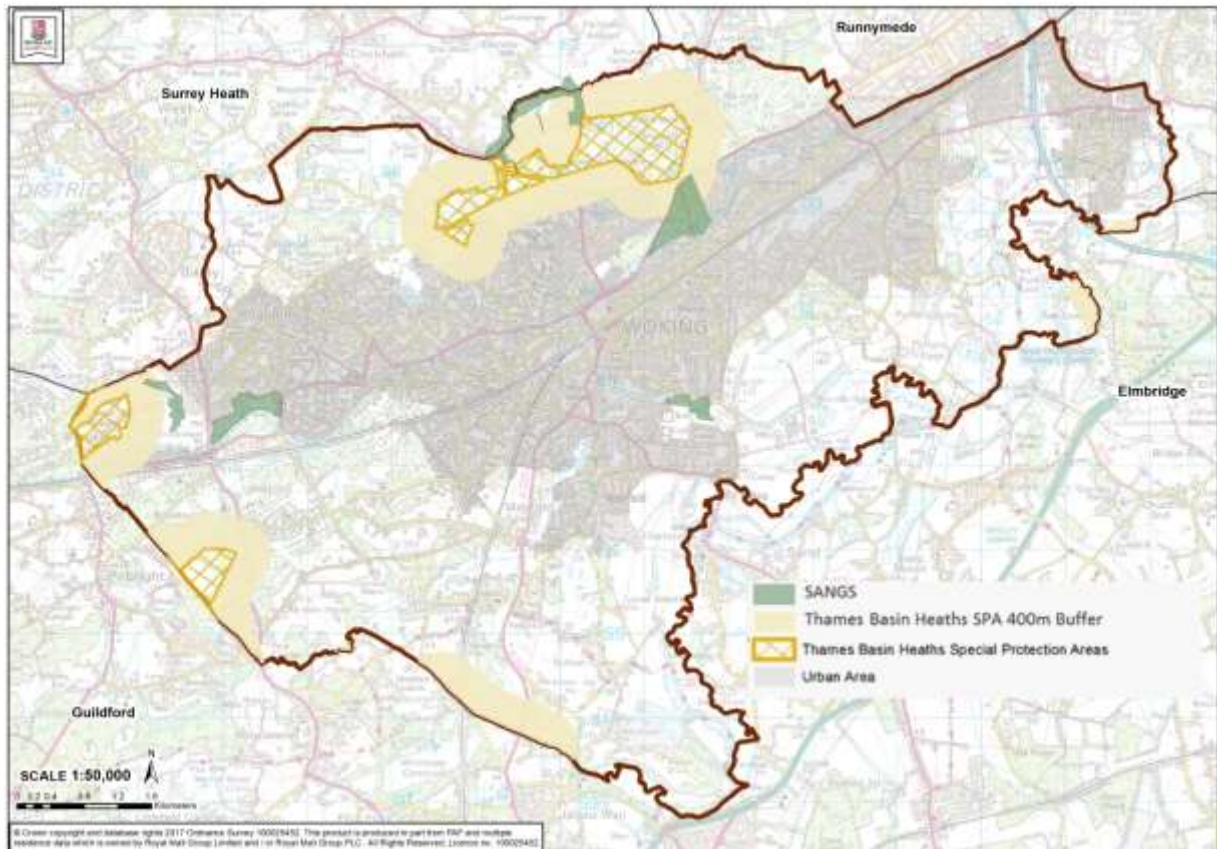
- 15.19 All residential development proposals will be expected to mitigate against the impact of development on natural and semi-natural greenspace such as the Special Protection Area, as explained in further detail under following paragraphs.

Natura 2000 Sites

- 15.20 Natura 2000 is an ecological network of protected areas across the territory of the European Union. In 1992, the European Communities adopted legislation in the form of the Habitats Directive to protect the most seriously threatened habitats and species. The Directive is complementary to the 1979 Birds Directive.
- 15.21 The Birds Directive requires the designation of Special Protection Areas (SPA) for birds. The Habitats Directive requires the designation of Special Areas of Conservation (SAC) for species other than birds, and habitats. Together, SPAs and SACs form the Natura 2000 network of protected areas.
- 15.22 The European Directives have been transposed into UK law through the Habitat Regulations which requires local authorities to undertake an 'appropriate assessment' of land use plans to ensure the protection of the integrity of sites designated as Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These assessments have been undertaken and are available on the Woking 2027 website.
- 15.23 The sites are subject to very strict planning controls.

Special Protection Area

- 15.24 The Thames Basin Heaths SPA is made up of a number of designated sites that contain rare birds of international importance – the Dartford warbler, woodlark and nightjar. It includes areas of heathland across parts of Surrey, Hampshire and Berkshire, and covers eleven different local authority areas. In Woking, the sites include Horsell Common, part of Brookwood Heath and Sheets Heath Common.
- 15.25 The integrity of the SPA is threatened by development proposals. As such, protection zones have been placed around them in order to lessen the impact of human activity on them. No residential development will be permitted within 400m of any SPA. New residential development will only be permitted within 400m and 5km of an SPA (and within 7km for significantly large residential developments) on the condition that a contribution is made towards the delivery of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
- 15.26 The whole of Woking Borough is within 5km of an SPA and so the requirement for SANG applies to all new residential development. Further detail can be found in Policy CS8 'Thames Basin Heaths Special Protection Areas' of the Core Strategy, and the latest Thames Basin Heath SPA Avoidance Strategy, available on Woking 2027 website.
- 15.27 The location of SPA, the 400m exclusion zone and existing SANGS is shown on map 42, below.



Map 42: TBHSPA, Buffer Zone and SANGS in Woking Borough

Special Area of Conservation

- 15.28 A part of the Thursley, Ash, Pirbright and Chobham SAC lies within the Borough boundary (see map 41). The SAC contains internationally important North Atlantic wet heaths and European dry heaths.
- 15.29 The key planning concerns relating to the SAC include the direct loss of habitat as a result of development and changes in habitat caused by nutrient enrichment of soil caused by vehicle emissions or due to changing groundwater levels.

Suitable Alternative Natural Greenspace

- 15.30 The Core Strategy contains policy *CS8 Thames Basin Heaths SPA*, which sets out that new residential development which is likely to have a significant effect on the purpose and integrity of the Thames Basin Heaths SPA will be required to demonstrate that adequate mitigation measures are put in place to avoid any potential adverse effects to be agreed with Natural England.
- 15.31 Natural England has adopted a three pronged approach that may be used to avoid any significant effect of new residential development on the SPA as follows:
- the provision and maintenance of Suitable Alternative Natural Green Space (SANG) to attract people away from the SPA;
 - Strategic Access Management and Monitoring (SAMM) to monitor and manage the impact of people using the SPA; and
 - habitat management of the SPA to improve the habitats of the protected birds.

- 15.32 Natural England and landowners deliver the second two approaches. Woking Borough Council collects funding to enable Natural England to deliver SAMM, and has responsibility for ensuring that SANG mitigation is provided for new residential developments, whether by the Council or by developers.
- 15.33 SANGs are areas of semi-natural, open land which have been identified for enhancement so that they can be made more accessible and attractive to visitors. The theory is that the provision of alternative spaces for recreation and dog walking, for example, will lessen the impact on the SPA as households will be able to use the SANG land instead.
- 15.34 Developments must be located within the catchment of the SANG that will provide mitigation, except for developments of fewer than 10 dwellings, which can be mitigated by any SANG regardless of location.
- 15.35 The delivery of sufficient SANG land is critical to the delivery of the Core Strategy – planning permission for new residential developments will not be permitted unless SANGs are in place. SANGs must be provided when new dwellings are constructed within 5km of the SPA (and within 5 – 7km of the SPA for significantly large residential developments). Large developments may choose to provide their own SANG (referred to here as ‘bespoke SANGs’). However, this is not viable for most developments so the Council provides SANGs that developers can pay a tariff to use.

Current SANG Provision and Capacity

- 15.36 Development must be located within the catchment of the SANG that will provide mitigation, except developments of fewer than 10 dwellings which can be mitigated by any SANG regardless of location. The Avoidance Strategy, in line with Natural England’s guidelines, sets out the catchment areas of SANG as follows:
- SANG of up to 12ha will have a catchment of 2km
 - SANG of 12-20ha will have a catchment of 4km
 - SANG of 20ha+ will have a catchment of 5km
 - Any SANG without a parking area – catchment of 400m.
- 15.37 These catchments are based on the distances that people travel to use the SPA, and can vary depending on the individual SANG site characteristics and location, and their location within a wider green infrastructure network.
- 15.38 The Council has a number of identified SANG sites which mitigate development impacts on the SPA. These are well distributed across the Borough, and include:
- *Brookwood Country Park* – site to the west of the Borough. A former hospital grounds, transformed into a semi-natural open space. Operational since 2011. Extent of catchment is 5km.
 - *Horsell Common, Monument Road* – site comprises two parcels of land, intersected by Monument Road. It is registered Common Land owned by Horsell Common Preservation Society (HCPS). HCPS receive payments from the Council to carry out maintenance on the site. Operational since 2007. Extent of catchment is 5km.
 - *White Rose Lane* – site owned by the Council and is part of a Local Nature Reserve. Operational since 2008. Extent of catchment is 2km.
 - *Heather Farm* – to the north of the Borough, this is the newest SANG, operational since 2016. Site owned by HCPS but has been leased to the Council for a minimum of 125 years for the purpose of using the land as a SANG. HCPS receive payments from the Council to carry out capital works and will continue to receive annual

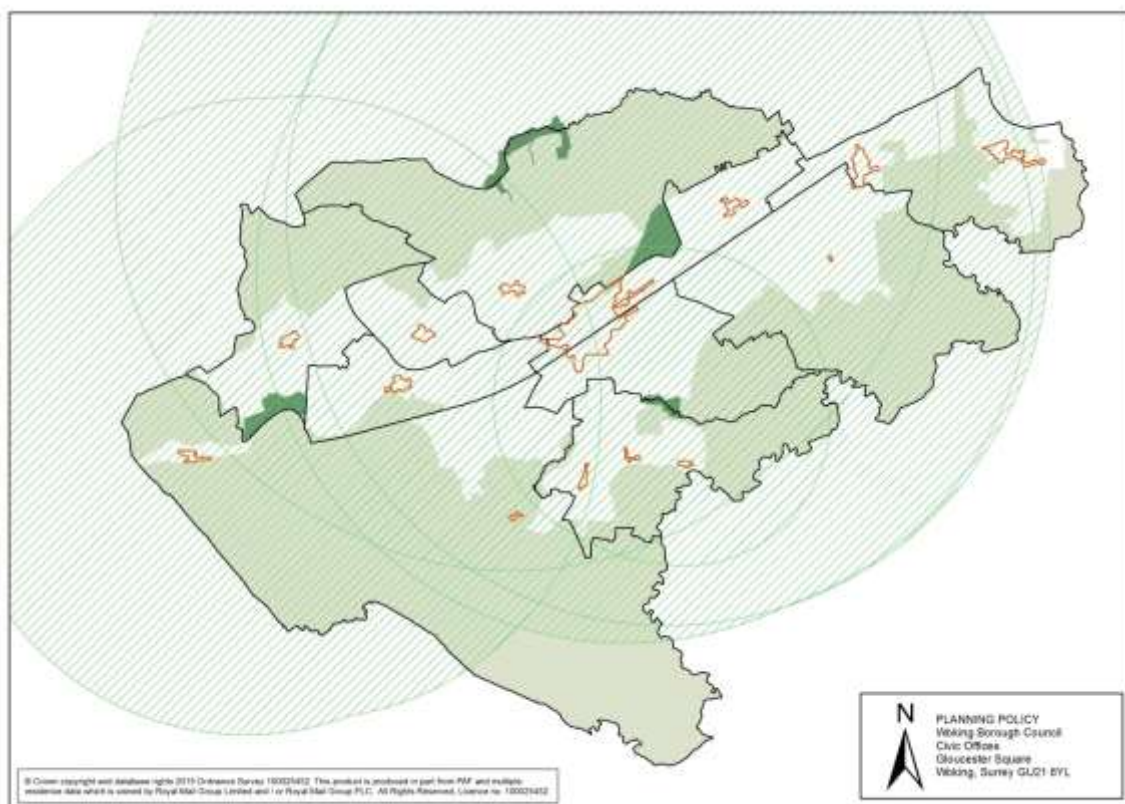
maintenance payments to manage and maintain the site on behalf of the Council.
Extent of catchment is 5km.

- 15.39 These sites are capable of providing avoidance measures to a substantial quantum of residential development. The capacity is calculated based on the standard 8ha of SANG per 1000 people. Using this as a baseline and applying a simple formula, the Council calculates the capacity of each SANG site to provide avoidance/mitigation:

8ha of SANG per 1000 people is equivalent to 0.008ha of SANG per person
The average household size is 2.41 (based on the 2001 census⁶¹)
Therefore, on average, each new household will need to make provision for 0.0193ha of SANG.

$$\text{SANG Capacity} = \text{Area} / 0.0193$$

- 15.40 The location of operational SANGs showing the extent of their catchment area within the Borough are shown in map 43 below.



Map 43: Location of Operational SANGS in Woking

- 15.41 In addition, a site at Gresham Mill has been accepted in principle as SANG serving the now implemented residential conversion and new build scheme (references PLAN/2006/0538 and PLAN/2010/0234). In the Site Allocations DPD, this is referred to as 'First SANG at Gresham Mill'. The Council intends to continue to seek to bring the SANG into effective use.

⁶¹ The 2011 census shows that average occupancy in the Borough increased slightly to around 2.49, which would mean that each new household would need to make provision for more SANG (0.0199ha). However, Policy CS11 of the Core Strategy calls for a mix of homes to meet needs identified in the latest Strategic Housing Market Assessment (SHMA). The West Surrey SHMA (updated in 2015) identifies a need to build smaller homes than the current housing stock profile, therefore it is reasonable to expect that occupancy rates may come down in future as dwellings will generally have fewer bedrooms. As future occupancy rates are difficult to predict and quantify, the calculations use the assumption of 2.41 occupants per dwelling.

- 15.42 The following table identifies existing SANG capacity, including that at Gresham Mill, as at June 2017.

Name of SANG site	Size (ha)	Catchment (km)	Total SANG capacity (no. of dwellings)	Remaining unallocated SANG area (ha)	Remaining unallocated capacity (no. of dwellings, as at June 2017)
Brookwood Country Park	20	4	1036	8.19	425
White Rose Lane	8.2	2	425	0.71	37
Horsell Common, Monument Road	28	5	1451	2.39	124
Heather Farm	24.63	5	1276	8.1	420
Gresham Mill (First SANG)	9.9	2	513	8.20	425

- 15.43 The latest figures demonstrate that there is capacity to provide avoidance/mitigation for 1,430 dwellings. This is equivalent to around 5 years' supply (based on an average of 292 dwellings per annum). This takes the Council up to mid 2022, after which, the Council will require additional SANG sites if it is to deliver the housing need towards the end of the Core Strategy period. The Council therefore identifies new SANG sites in the draft Site Allocations DPD.

Planned SANG Provision and Capacity

- 15.44 The latest draft Site Allocations DPD ('Regulation 18' consultation version) identifies around 48ha of land which has the potential to be transformed into SANG. The potential SANG being considered is significantly higher than the identified shortfall in capacity, and the Council is confident that the combination of the existing and new sites will ensure there is sufficient SANG land to meet the projected growth within the Borough up to 2027. The following SANG sites have been allocated in the DPD:

Byfleet SANG

- 15.45 At present, SANG provision is generally focused in the north, south and west of the Borough. The provision of SANG at this location offers the opportunity to improve coverage to the east of the Borough and generally improve connections and accessibility between the various open spaces in this part of the Borough. The size of the site is 15.43ha, and could provide SPA mitigation for a capacity of approximately 799 dwellings⁶².

Brookwood Farm SANG

- 15.46 This is a bespoke SANG associated with the residential scheme of 297 dwellings. In practice, the SANG that will be created as a result of the recent development has greater capacity than the 297 dwellings it is intended to serve on completion of the scheme; in fact, a further 120 dwellings capacity is achievable. The Council is currently exploring an opportunity to expand the SANG into a wider area, provided these continue to meet Natural England's guidelines, which may offer scope for further dwelling capacity.

- 15.47 The site is due to be handed over the Council on completion or occupation of the 100th market dwelling.

⁶² Provisional calculation, subject to the advice of Natural England.

Westfield Common SANG

- 15.48 The Council believes the southern part of the site could be suitable for SANG use. The majority of the proposed site is owned by the Council, and is designated Common Land and a SNCI.
- 15.49 The size of the site is 11ha, and would provide SPA mitigation for a capacity of around 570 dwellings⁶³.

Second SANG at Gresham Mill

- 15.50 Gresham Mill comprises two proposed future SANG sites (references GB20 and GB21 in the 'Regulation 18' draft Site Allocations DPD), as shown in figure 16 below. The first 9.9ha site has been described above within the section on existing SANGs. The second SANG site is 9.52ha in size, and would provide SPA mitigation for a capacity of 493 dwellings⁶⁴.

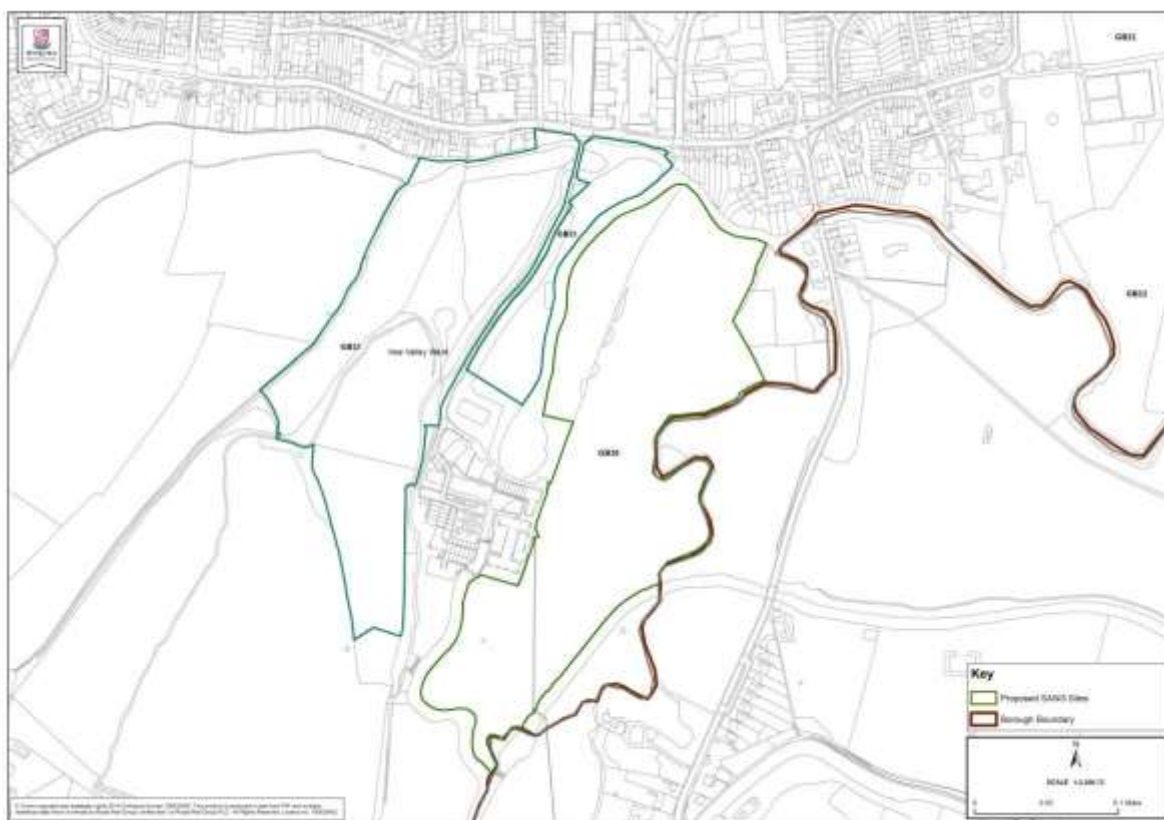


Figure 16: Proposed SANG Sites at Gresham Mill

- 15.51 The draft Site Allocations DPD describes how the Council anticipates the delivery of one, large SANG at Gresham Mill, which would ensure a comprehensive scheme offering wider opportunities to mitigate against the impacts of residential development on the SPA e.g. allowing for improved ability to create a circular walk.
- 15.52 The Council is therefore in a strong position, having sufficient SANG capacity to 2029 – see the table below. This is provided these SANG sites all come forward and the full extent of the land identified is suitable for use as a SANG.

⁶³ Provisional calculation, subject to the advice of Natural England.

⁶⁴ Provisional calculation, subject to the advice of Natural England.

Year	Sites	Housing target	Capacity	Number of years supply equivalent	Plan Period supply
2016-2017	Existing identified SANGs	292	1429	4.89	2016-2021
2017-2018		292			
2018-2019		292			
2019-2020		292			
2020-2021		292			
2021-2022	Brookwood Farm	292	417.6	1.42	2021-2023
2022-2023		292			
2023-2024	Gresham Mill (Enlarged)	292	493.3	1.69	2023-2024
2024-2025	Byfleet	292	799.5	2.74	2024-2027
2025-2026		292			
2026-2027		292			
2027-2028	Westfield Common	292	569.95	1.95	2027-2029
2028-2029		292			

Other land with potential for SANG use

- 15.53 The Council is exploring additional opportunities for SANG land with Horsell Common Preservation Society (HCPS) to extend Horsell Common SANG. Officers will liaise with Natural England and HCPS on this proposal, which if pursued would extend SANG capacity yet further beyond the Plan period.
- 15.54 WBC controls other land that may be suitable for SANG use in the future and may have aspirations for additional land purchase in the future.

Proposed Allocations

- 15.55 The draft Site Allocations DPD allocates sites for 10 dwellings or more, and developments must therefore be located within the catchment of the SANG that will provide mitigation. GIS mapping demonstrates that each proposed site (for development up to 2027) will fall within at least one or more existing or proposed SANG catchment areas. Proposed sites for traveller accommodation have also been included, although it is recognised that temporary accommodation may not be required to contribute towards SANG provision.
- 15.56 As there are a number of different scenarios in terms of future SANG location and timing of delivery, the Council has not allocated proposed sites identified in the draft Site Allocations DPD to specific SANGs. Instead, a flexible approach has been pursued demonstrating how sites can be assigned to 'SANG X', but if this is not available, or becomes full, then the site can be assigned to 'SANG Y', or to alternative 'SANG Z'. This work is ongoing and will be available to inform the next stages of the DPD process.

Funding SANGs

- 15.57 The Community Infrastructure Levy (CIL) was adopted by the Council in October 2014 and came into effect from 1 April 2015. CIL is now the primary means of securing

developer contributions towards infrastructure provision in the Borough. The Government have advised that SANGs are infrastructure and should therefore be covered by the requirements of CIL.

- 15.58 The CIL Charging Schedule (October 2014) states that to mitigate expected levels of development within 5km of the SPA requires the provision of 31.34ha of SANG for the next 10 years, and 39.40ha of SANG for the next 15 years. The total funding required for future improvements to green areas to deliver SANG for future growth (excluding existing planning permission) comes to £5,492,090.
- 15.59 The levy will be used to deliver the infrastructure required to support development across the Borough, but the Council's first priority will be for the provision of SANG land required to mitigate against the impact of new development on the SPA. If CIL were not to be used to provide effective mitigation of the SPA, the Council would be in breach of the European Habitats Directive and the UK Conservation of Habitats and Species Regulations 2010. In order to comply with the Habitats Regulations all chargeable residential floorspace is set at a rate that can ensure the effective delivery of SANG land required to support *all* residential development, irrespective of whether it triggers a CIL charge.
- 15.60 Not all types of development are subject to the CIL charge. Proposals for commercial use (not including retail) and non-residential use is subject to a nil charge. There are also exemptions including minor development and residential extensions of less than 100 m² of net internal floorspace (unless this will comprise of one or more dwellings) and new affordable housing. However, the CIL tariffs have been adjusted accordingly such that chargeable residential development absorbs the shortfall in contributions, for example from affordable units, as well as straight change of use applications.
- 15.61 The Avoidance Strategy sets out in detail how CIL will be ring-fenced to ensure sufficient SANG is provided to support the level of housing growth in the Borough. The Council will require 39.5% of all CIL contributions to be paid upfront⁶⁵ prior to the commencement of proposals, to cover the provision towards SANG.
- 15.62 It should be noted that the Strategic Access Management and Monitoring Tariff (SAMM) remains and sits outside of CIL. Currently under the TBH SPA Avoidance Strategy, SAMM is an additional financial contribution to SANG, to implement an identified programme of works to mitigate the impacts of proposed development. SAMM is used to monitor access and management projects of these sensitive sites, wardens, leaflets, signage and educational material. As this is a management project (and not infrastructure) it will continue to be funded by developer contributions through the tariff and be charged in addition to CIL. The current SAMM tariff and detailed costings of the SAMM project are set out in the latest TBH SPA Avoidance Strategy and will continue to be updated separately to bring it up to date.
- 15.63 Appendix 1 of The Community Infrastructure Levy Topic Paper on the Infrastructure Funding Gap⁶⁶ sets out detailed SANG Land Calculations; including the average cost of SANG land, amount of SANG land required, and a summary of SANG costings. These calculations have informed the level at which the CIL Charging Schedule was set. The Council has identified a series of indicators it will use to ensure that the CIL charge remains appropriate and effective: one of these is the delivery of adequate SANG land to mitigate against the impact of development of the SPA. This will be monitored annually

⁶⁵ In relation to CIL qualifying schemes that wish to take advantage of the CIL instalment policy. The SANG element needs to be paid upfront.

⁶⁶ Available at <http://www.woking2027.info/infrastructure>.

via the Council's Annual Monitoring Report and will indicate whether any review of the CIL charging schedule is required in the future.

- 15.64 An internal WBC SANG Officer Task Group has been established as a vehicle for ongoing overview of SANG provision, management and funding.

Play Provision for Children and Teenagers

- 15.65 Children's play is important for a variety of complex reasons. Play arises from an innate need for children and young people to explore, make sense of and learn about their world and their relationships with one another. It is essential for children's health, well-being, and quality of life.
- 15.66 Provision of play space for teenagers is important for health and well-being, social development and quality of life. Many young people need safe spaces where they can meet with others away from parental supervision and it has become increasingly recognised that such places are vital to the long-term well-being of young people and the development of sustainable communities.
- 15.67 WBC previously prepared an Open Space, Sport and Recreational Facilities Audit in 2008 given that PPG17 (a predecessor to the NPPF) required the assessment of the need for open space in the Borough. The NPPF was introduced in 2012, which states that assessments should be robust and up-to-date. Since 2008, the study has been updated partly through previous iterations of this IDP, information produced during the preparation of the CIL Charging Schedule, and the review of the Playing Pitch and Outdoor Sports Facilities Strategy (2017). The following section seeks to further update the mapping of existing play areas and assess needs using the latest recommended standards.
- 15.68 The Core Strategy Policy CS17: Open space, green infrastructure, sport and recreation requires residential development proposals to contribute towards the provision of open space, including children and teenager's play areas, through CIL; or on larger sites through on-site provision and/or S106 contributions as appropriate. Where provision is on-site, standards set out in Appendix 4 of the Core Strategy should be applied.
- 15.69 In 2015, after an in-depth review of open space standards used by local planning authorities, FiT updated their guidance⁶⁷, setting out new recommendations for accessibility, the application of standards and the minimum dimensions of formal outdoor space. Using this current guidance will ensure that the provision of outdoor sport, play and informal open space is of a sufficient size to enable effective use; is located in an accessible location and in close proximity to dwellings; and of a quality to maintain longevity and to encourage its continued use. The revised guidance reflects the relevant requirements of the NPPF, and takes into account the revocation of PPG17.
- 15.70 FiT continue to recommend that Equipped/Designated Play Spaces be promoted in the form expressed in Appendix 4 of the Core Strategy of:
- **Local Areas for Play (LAPs)** - small landscaped areas of open space designated for young children (under the age of six) to play close to where they live. LAPs should be accessible within a 1 minute walking distance (100m walking distance or 60m straight line distance) from home.
 - **Local Equipped Areas for Play (LEAPs)** – unsupervised play area mainly for children aged 4 – 12 years, but with consideration for other ages. A LEAP is

⁶⁷ Fields in Trust, Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (2015), available at: www.fieldsintrust.org/Upload/file/Guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf

equipped with formal play equipment. LEAPs should be provided within a 5 minute walking distance (400m walking distance or 240m straight line distance⁶⁸) of the homes they are meant to serve.

- **Neighbourhood Equipped Areas for Play (NEAPs)** – a larger equipped formal play area, focussing on children between 4 and 14, with some teenage provisions such as skateboarding. A NEAP should be sited within 12.5 minute walk (1000m walking distance or 600m straight line distance) of the homes it is designed to serve.

15.71 These can be complemented by other facilities including Multi Use Games Areas (MUGAs) and skateboard parks etc. Teenage provision includes:

- Multi Use Games Areas (MUGA) – should be accessible within 8-9 minute walk (700m walking distance or 400m straight line distance);
- Skate parks;
- Stand-alone equipment (e.g. basketball nets, climbing boulders);
- Cricket practice nets;
- Seating areas (rather than teen shelters)

15.72 The latest FiT guidance recommends the following benchmark quantity provision for formal play space: 0.25ha of equipped/designated play areas per 1000 people; and 0.30ha of MUGAs and skateboard parks per 1000 people. These guidelines should not be interpreted as either a maximum or minimum level of provision; rather they are benchmark standards that can be adjusted to take account of local circumstances. .

Existing Provision

15.73 Since the 2011 IDP, several new play areas have been delivered across the Borough, taking the total from 39 to 43 play areas – see table 22 for details and map 44 for locations. These can be broken down into:

- 5 LAPs
- 27 LEAPs
- 11 NEAPs

Table 22: Play Areas as at October 2017

Site	Address	Play Area Type
Hampton Close	GU21 2UN	LAP
Hartshill Walk	GU21 3AQ	LAP
Lorne Gardens	GU1 2QL	LAP
Vale Farm Rd.	GU21 7PW	LAP
NEW Chestnut Pond (Hoe Valley)	GU22 9PL	LAP
Alpha Road	GU22 8HE	LEAP
Barton Close	KT14 7LZ	LEAP
NEW Brookwood Farm	GU21 2RN	LEAP
Byfleet Recreation Ground (supplementary playground)	KT14 7LZ	LEAP
Connaught Crescent	GU24 0AW	LEAP
Coresbrook Way	GU21 2TP	LEAP
Cubitt Way	GU21 2QJ	LEAP
de Lara Way	GU21 6NY	LEAP
Horsell Moor	GU21 4NH	LEAP

⁶⁸ Research has shown that the majority of children are not prepared or allowed to travel unaccompanied to play areas more than 400m away.

Site	Address	Play Area Type
NEW Kingsmoor Park (Moor Lane)	GU22 9FU	LEAP
Lakeside	GU21 8UN	LEAP
Lidstone Close	GU21 3BG	LEAP
Loop Road	GU22 9BQ	LEAP
Mayford Rec.	GU22 0NN	LEAP
Oakfield	GU21 3QS	LEAP
Percheron Drive	GU21 2QY	LEAP
Queen Elizabeth Gardens	GU21 4QQ	LEAP
Sanway Road	KT14 7SF	LEAP
Southwood Avenue	GU21 2EY	LEAP
St Johns Lye	GU21 7SQ	LEAP
Strathcona Gardens	GU21 2AZ	LEAP
Sussex Road	GU21 2RA	LEAP
Sutton Green	GU4 7QY	LEAP
Walton Court	GU21 5HW	LEAP
Waterers Park	GU21 2HT	LEAP
Westfield Common	GU22 9NX	LEAP
NEW Willow Way	GU22 0BW	LEAP
Boundary Road	GU21 5BT	NEAP
Byfleet (latest playground)	KT14 7LZ	NEAP
Cavell Way	GU21 2TJ	NEAP
Goldsworth Park	GU21 3RT	NEAP
Lakeview	GU21 3BE	NEAP
Pyrford Common	GU22 8NH	NEAP
Sheerwater Recreation Ground	GU21 5NZ	NEAP
St Peters Recreation Ground	GU22 9DQ	NEAP
West Byfleet Recreation Ground	KT14 6EG	NEAP
Wheatsheaf Recreation Ground	GU21 4AA	NEAP
Woking Park	GU22 9AB	NEAP

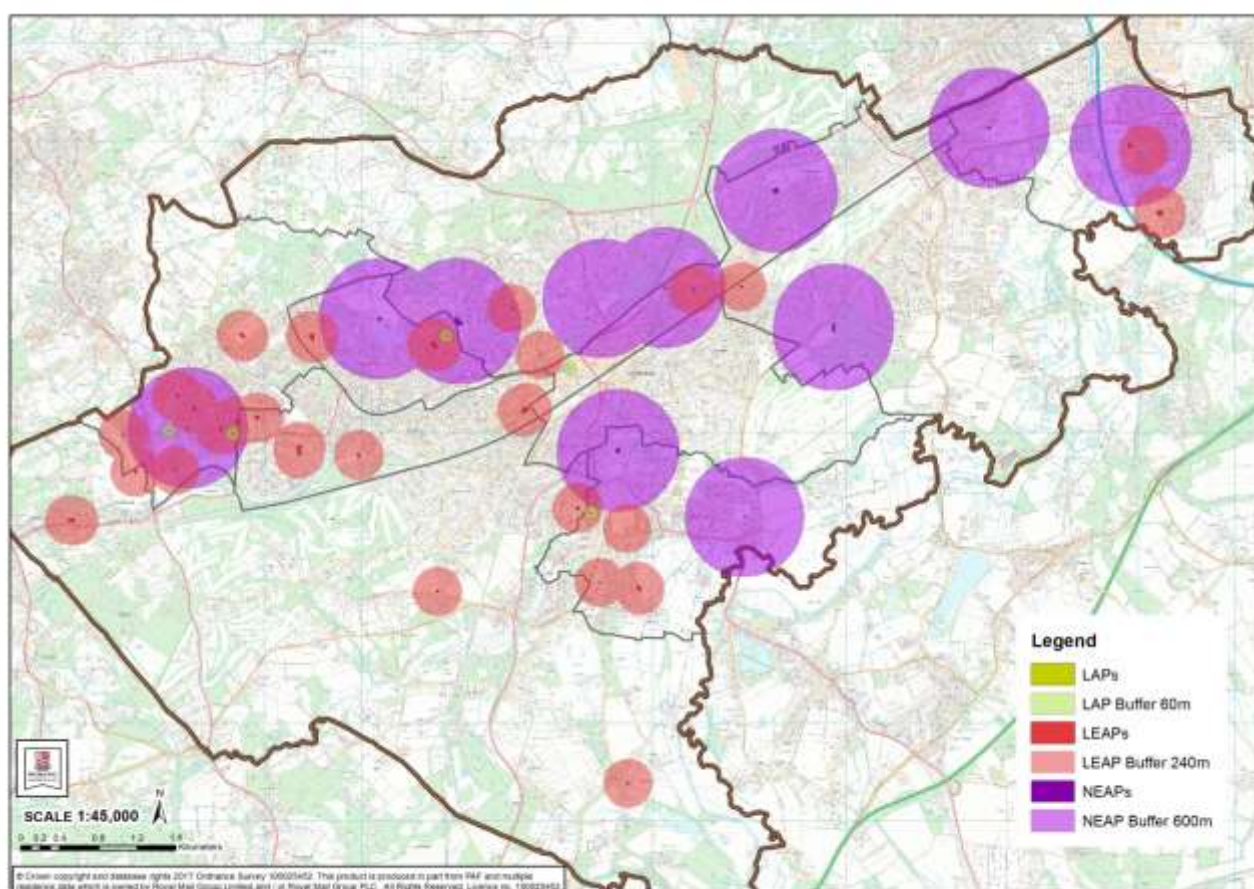
15.74 There is an expanding network of MUGAs across the Borough - 3 MUGAs have been added to local stock since the 2011 IDP, at West Byfleet, Hoe Valley and Brookwood Farm. Woking currently has the following teen provision (see map 45 below for locations):

- MUGAs at 10 locations
- Skate parks at 6 locations
- Stand-alone equipment at 17 locations.

15.75 In 2004, WBC began a play area refurbishment programme which has seen the refurbishment and redesign of many play areas across the Borough. This work was carried out in co-ordination with the Council's appointed play area design partner, Russell Leisure Ltd, and has increased capacity in play areas identified as lacking adequate quality and/or capacity. Most recently, this includes the newly redesigned 'jungle' play area at Woking Park, and prior to that some new playground equipment at West Byfleet Recreation Ground (which is subject to continuing works – see paragraph 15.86 below).

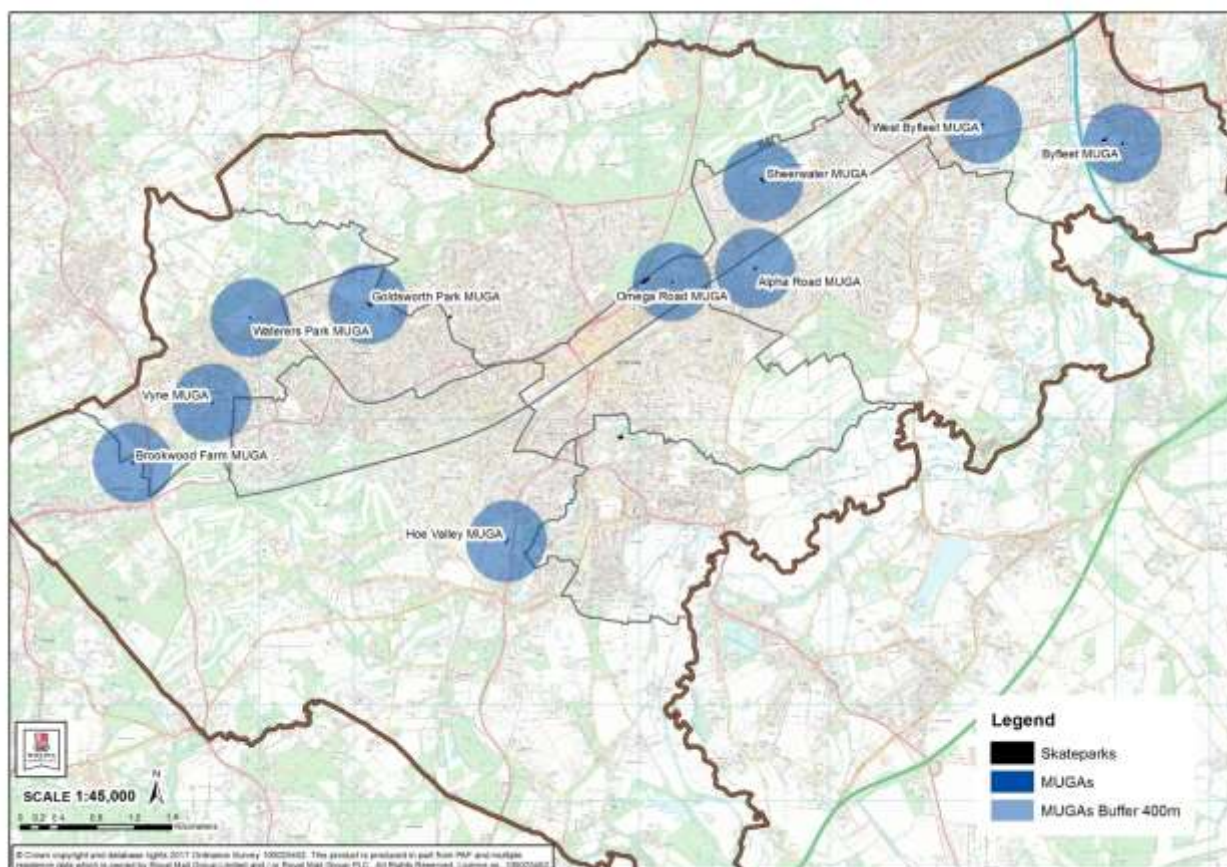
This work has propelled some of the playgrounds in the Borough from LEAP to NEAP status e.g. the playgrounds at Byfleet and West Byfleet Receptions Grounds.

- 15.76 A new Willow Way play area at Hoe Valley Park, which includes a range of equipment for all ages, serves both new and existing residents in the Barnsbury area, which was identified in the Core Strategy as lacking adequate play provision. A new play area at Brookwood Farm now serves both new residents, as well as improving accessibility to play facilities for existing residents living to the east of Brookwood who were previously lacking access to play facilities.
- 15.77 The play areas and their distance thresholds are illustrated on the following, updated maps, which highlight areas of potential deficiencies in provision.



Map 44: Play Areas and their Catchment Areas in Woking

- 15.78 **Quantity:** FiT recommended benchmark guidelines are 0.25ha of equipped/designated play space per 1,000 population. ONS 2014-based projections put Woking's population at 99,695. ArcGIS calculates the sum of children's play areas across the Borough to amount to 4.1ha. Updated calculations therefore suggest the provision in the Borough equates to approximately 0.04ha per 1,000 population. This does not meet the national recommended standard.
- 15.79 **Accessibility:** much of the Urban Area of the Borough is considered to be well-served by play equipment; however, it is recognised that there are parts of the Borough that have poor accessibility to play provision when assessed against the accessibility standards. Map 44 above shows the proportion of the Borough's population situated within the recommended walking distances for accessibility to play space.



Map 45: MUGAs and their Catchment Areas in Woking

- 15.80 Quantity: FiT recommended benchmark guidelines are 0.3ha of MUGAs/skateboard parks per 1,000 population. ONS 2014-based projections put Woking's population at 99,695. ArcGIS calculates the sum of skateboard parks and MUGAs across the Borough to amount to 0.31ha and 0.64ha respectively (total 0.95ha). Updated calculations therefore suggest the provision in the Borough equates to approximately 0.01ha per 1,000 population. This does not meet the latest FiT recommended standard.
- 15.81 Accessibility: accessibility throughout the Urban Area has improved since 2011, but parts of the Borough still have poor accessibility to teenage provision when assessed against the accessibility standards. Map 45 above shows the proportion of the Borough's population situated within the recommended walking distances for accessibility to play space.
- 15.82 Caution should be taken when interpreting the maps as they do not show the impact of play areas outside of the Borough boundary – for example the large play area at Brooklands, to the east of Byfleet is not plotted, but serves many children in the Byfleet and surrounding area. It is also recognised that straight line distances are not the same as travel distances, but due to time and resource pressures it is considered that straight line distances give a sufficient, broad picture of accessibility. Additionally, there are a number of other hard-court areas, grass kick-about areas and stand-alone items of equipment for teenagers which fulfil a similar function to a MUGA, and have not been mapped (these would improve the quantity and accessibility figures). There are also similar facilities that may not be accessible to the wider community, such as those within schools, which may double up as netball/tennis courts. The Council will continue to supply MUGA facilities where there is an identified need that isn't being met by similar, existing facilities.

- 15.83 The FiT standards are also based on median averages across the UK and are to be used as a tool for the development of local standards – which take into account local circumstances: such as relaxing the quantity guidelines where facilities support a high intensity of use; or adopting lower standards to reflect greater population density and lack of available open space (such as in Woking Town Centre).
- 15.84 The Council is considering revising its Play Strategy and will take these findings into account as part of this exercise.

Future Demand and Planned Provision

- 15.85 New residential development and changes in demographics will put pressure on existing play and teenage provision within the Borough.
- 15.86 The play area refurbishment programme continues to improve existing provision; table 23 below identifies play areas requiring works to 2027. Table 24 shows youth play area requirements to 2027. Some of these works have identified funding sources (such as through s106 planning obligations) and others have no identified funds.

Table 23: Play Areas requiring works 2017-2027

Site	Address	Play Area Type	Estimated cost of refurbishment 2017-2027
Hampton Close	GU21 2UN	LAP	£20k
Hartshill Walk	GU21 3AQ	LAP	£20k
Lorne Gardens	GU1 2QL	LAP	£20k
Vale Farm Rd.	GU21 7PW	LAP	£20k
Alpha Road	GU22 8HE	LEAP	£40k
Bonsey Lane	GU22 9PT	LEAP	£40k
Byfleet	KT14 7LZ	LEAP	£80k
Barton Close	KT14 7LZ	LEAP	£20k
Connaught Crescent	GU24 0AW	LEAP	£40k
Coresbrook Way	GU21 2TP	LEAP	£40k
Cubitt Way	GU21 2QJ	LEAP	£40k
de Lara Way	GU21 6NY	LEAP	£40k
Horsell Moor	GU21 4NH	LEAP	£40k
Lakeside	GU21 8UN	LEAP	£40k
Lidstone Close	GU21 3BG	LEAP	£40k
Loop Road	GU22 9BQ	LEAP	£20k
Mayford Rec.	GU22 0NN	LEAP	£40k
Oakfield	GU21 3QS	LEAP	£20k
Percheron Drive	GU21 2QY	LEAP	£40k
Q. E. Gardens	GU21 4QQ	LEAP	£40k
Sanway Road	KT14 7SF	LEAP	£40k
Southwood Avenue	GU21 2EY	LEAP	£40k
St Johns Lye	GU21 7SQ	LEAP	£40k
Strathcona Gardens	GU21 2AZ	LEAP	£40k
Sussex Road	GU21 2RA	LEAP	£40k
Sutton Green	GU4 7QY	LEAP	£40k
Walton Court	GU21 5HW	LEAP	£40k
Waterers Park	GU21 2HT	LEAP	£40k
Westfield Common	GU22 9NX	LEAP	£40k
Boundary Road	GU21 5BT	NEAP	£40k
Cavell Way	GU21 2TJ	NEAP	£80k
Goldsworth Park	GU21 3RT	NEAP	£80k
Lakeview	GU21 3BE	NEAP	£80k

Site	Address	Play Area Type	Estimated cost of refurbishment 2017-2027
Pyrford Common	GU22 8NH	NEAP	£80k
Sheerwater	GU21 5NZ	NEAP	£80k
St Peters	GU22 9DQ	NEAP	£60k
Wheatsheaf	GU21 4AA	NEAP	£40k
		Total	£1600k

Table 24: Teenage Facilities requiring works 2017-2027

Site	Address	Type of Youth Equipment	Estimated cost refurbishment 2017-2027
MUGA			
Byfleet	KT14 7LZ	MUGA	£30K
Goldsworth Park	GU21 3RT	MUGA	£30K
New Monument School (Alpha Road)	GU22 8HA	MUGA	£30K
Omega Road	GU21 5DZ	MUGA	£30K
Sheerwater	GU21 5NZ	MUGA	£30K
The Vyne Field	GU21 2DU	MUGA	£30K
Waterers Park	GU21 2HT	MUGA	£30K
West Byfleet	KT14 6EG	MUGA	INCLUDED AS NEW ITEM
Brookwood Farm	GU21 2RN	MUGA	INCLUDED AS NEW ITEM
Hoe Valley	GU22 0NH	MUGA	INCLUDED AS NEW ITEM
			£240k
Skate Park			
Boundary Road	GU21 5BT	Skate Park	£50K
Byfleet	KT14 7LZ	Skate Park	£50K
Goldsworth Park	GU21 3RT	Skate Park	£30k
Lakeview	GU21 3BE	Skate Park	£50K
Woking Park	GU22 9AB	Skate Park	£80K
Sheerwater	GU21 5NZ	Skate Park	£35k
			£295k
Teen Seating			
Lakeview	GU21 3BE	Teen Shelter/Seating	£5K
West Byfleet	KT14 6EG	Teen Shelter/Seating	£5K
Goldsworth Park	GU21 3RT	Teen Shelter/Seating	£5K
			£15k
Teen Equipment (standalone)			
Boundary Road	GU21 5BT	Standalone basketball goal	£5K
		Cricket nets	£20K
Byfleet	KT14 7LZ	Basketball goal	£5K
		Sky Carver	£5k
Elmbridge Road		2 standalone football goals	£2K
Goldsworth Park	GU21 3RT	Climbing Boulder	£30K
		Sky Carver	£5K
Lakeview	GU21 3BE	Standalone basketball goal	£5K
		Rebound Wall	£2K
Loop Road	GU22 9BQ	Basketball goal	£5K
New Monument School (Alpha Road)	GU22 8HA	Basketball goal	£5K
		5-a-side goal	£2K
Sanway Road	KT14 7SF	5-a-side goal with basketball goal	£5K
Sheerwater	GU21 5NZ	Cricket net	£10K
Southwood Avenue	GU21 2EY	Basketball goal	£5K

Site	Address	Type of Youth Equipment	Estimated cost refurbishment 2017-2027
St Peters	GU22 9DQ	Standalone football goal with basketball goal	£5K
Sussex Road	GU21 2RA	Standalone basketball goal	£5K
Waterers Park	GU21 2HT	Standalone basketball goal	£5K
West Byfleet	KT14 6EG	2 standalone basketball goals	£10K
		Rebound Wall	
Woking Park	GU22 9AB	Climbing Boulder	£30K
			£166k
		Total	£716K

15.87 In addition to capacity improvements at existing play areas, the Council aims to meet the shortfall in provision in existing areas. Based on a high-level analysis of current distribution of children and youth play across the Borough, the following areas are considered to be most limited:

Children's play space

- Brookwood – Brookwood Lye Road area
- Parts of West Byfleet and Byfleet e.g. north of Parvis Road
- St John's Ward - St John's Road area
- Mount Hermon Ward
- Pyrford Ward

Teenage provision

Starting from such a low initial position of provision would make it unrealistic to assume latest FiT standards can be achieved, and therefore it is reasonable to plan in the first instance for a strategic distribution of such facilities in a variety of locations. Provision of teenaged play space in the following areas would ensure an equitable distribution throughout the Borough up to 2027:

- Pyrford
- Horsell
- St John's Lye
- Loop Road/St Peter's Recreation Grounds

15.88 The Council will also expect new developments to provide provision on-site where appropriate. The Fields in Trust 2015 guidance sets out benchmark guidelines for the provision of equipped/designated play space. See table 25 below, extracted from the guidance.

Table 25: FiT benchmark guidelines for the provision of equipped/designated play space

Scale of Development	Local Area for Play (LAP)	Locally Equipped Area for Play (LEAP)	Neighbourhood Equipped Area for Play (NEAP)	Multi-Use Games Area (MUGA)
5-10 dwellings	✓			
10-200 dwellings	✓	✓		Contribution
201-500 dwellings	✓	✓	Contribution	✓
501+ dwellings	✓	✓	✓	✓

15.89 If a large-scale development provides a NEAP on-site, the Council may not require additional LAPs and LEAPs as suggested in the above table. A financial contribution through S106 or CIL towards improvement of an existing equipped/designated play space may be sought in lieu of on-site provision for larger scale play spaces, or where existing play space lies within the walking distance guideline of a proposed development. Decisions will be made on a case-by-case basis.

15.90 Using the latest accessibility standards it is possible to calculate the future requirements for play and teenage play provision:

	LEAPs	NEAPs	MUGA/Skateparks
Standard used	400m (240m straight line)	1000m (600m straight line)	600m (400m straight line)
Area served ⁶⁹	18.1ha	113.1ha	50.3ha
Homes served by one facility ⁷⁰	18.1 x 30 = 543	113.1 x 30 = 3393	50.3 x 30 = 1509
Number of facilities required to 2027 ⁷¹	3175 / 543 = 6	3175 / 3393 = 1	3175 / 1509 = 2
Average cost of provision ⁷² + maintenance & refurb ⁷³ annually	£100,000 + £40,000 = £140,000	£130,000 + £70,000 = £200,000	£185,000 + £237,000 = £422,000
Total cost of provision to 2027	£840,000	£200,000	£844,000

15.91 The following map includes the proposed site allocations across the Borough (to 2027), overlaid with existing play areas.

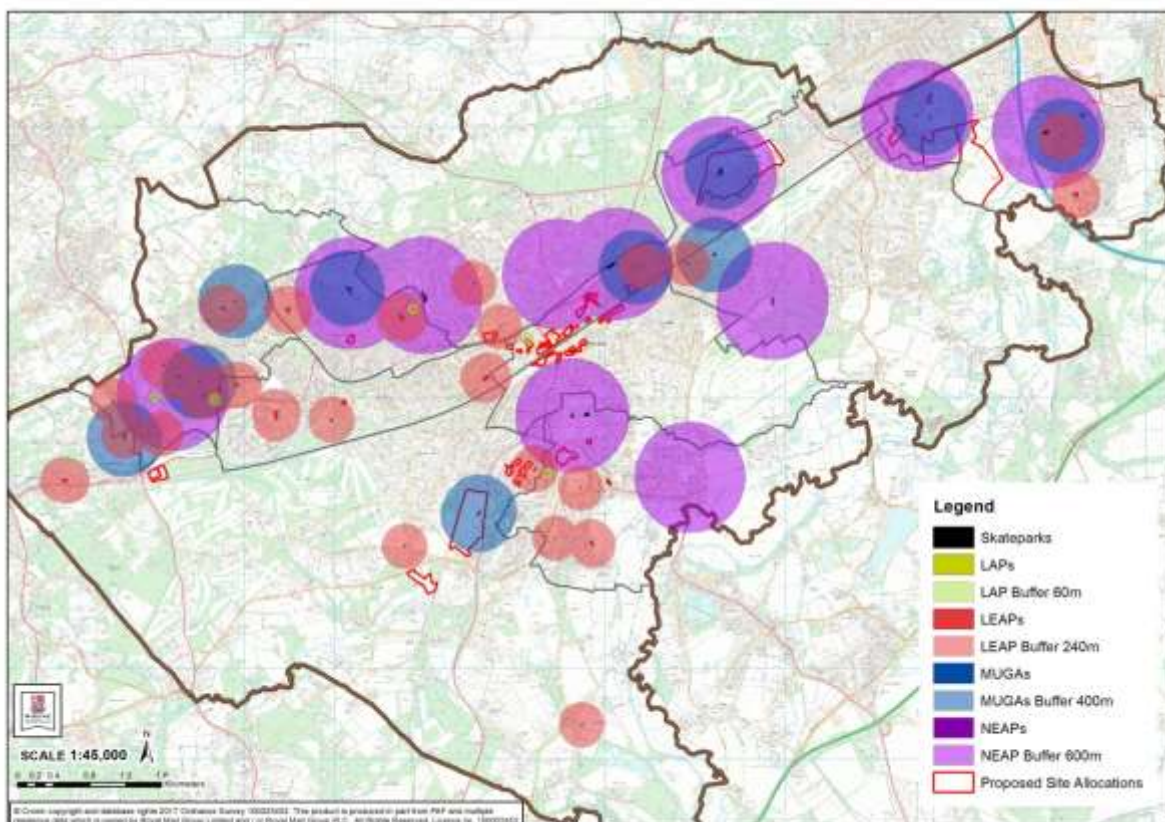
⁶⁹ The area represented by a circle with the standard straight-line radius

⁷⁰ Based on average density of 30dph

⁷¹ The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. Annual Monitoring Reports set out the net additional completions up to 31 March 2017 totalling 1,789. The Council therefore needs to deliver 3,175 net additional dwellings to 2027. This is, however, considered to be a minimum figure and the Council will continue to monitor delivery year on year and make a judgement periodically to determine if the Council is over- or under-providing in line with estimated trajectories.

⁷² Taken from a selection of recent quotes for play equipment

⁷³ Taken from tables 24 and 25



Map 46: Existing Play Provision and Proposed Site Allocations

- 15.92 It is considered reasonable to assume that as part of the development of the **West Hall** site, play facilities to support the population of any new development will be provided and funded by the developer. New development at **Egley Road** would also present an opportunity to improve play provision in the Mayford area (Hoe Valley MUGA is under construction here, and is illustrated on the map above).
- 15.93 The **Sheerwater** Regeneration proposals will result in the demolition of existing play facilities. New facilities – as per the development proposals - will include a neighbourhood play area for children of all ages, a skate park, a multi-use games area and local areas of play for younger children.

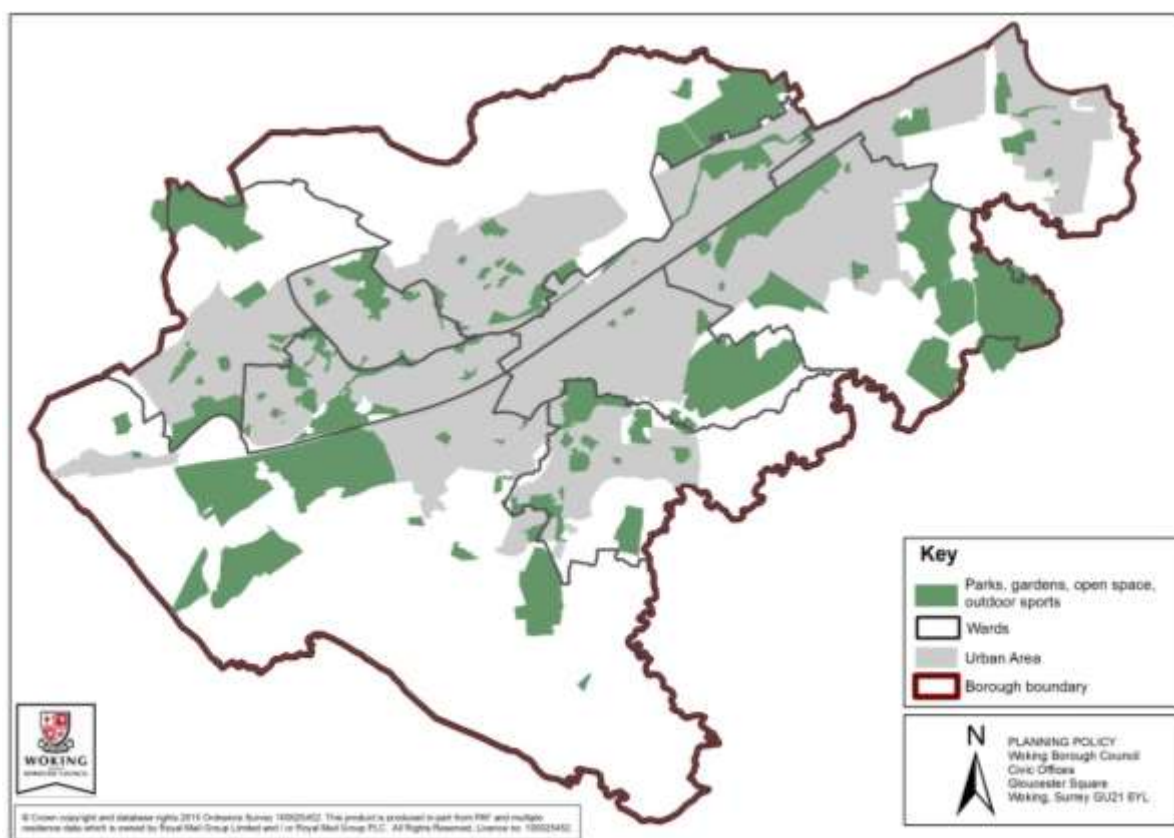
Parks, Gardens, Recreation Grounds and Amenity Green Space

- 15.94 The NPPF promotes access to high quality open spaces and opportunities for sport and recreation. Planning Policy Guidance 17 (PPG17): Sport and Recreation has been revoked, and replaced with the planning practice guidance which supports the NPPF. The guidance promotes access to high quality, easily accessible open space and green infrastructure – including parks, gardens and recreation grounds – which deliver multiple benefits, including promoting healthy communities.
- 15.95 ‘Parks and gardens’ is a typology which describes a more formally managed area than natural and semi-natural greenspace, and includes urban parks, country parks (excluding SANGs) and formal gardens. The Borough’s SANGs are not included in this typology – they are categorised as ‘areas of natural and semi-natural greenspace’, as described and assessed in preceding sections (so this section does not include Heather Farm wetlands, for example).

- 15.96 Amenity greenspace describes areas which are most commonly but not exclusively associated with housing, including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens. In some cases these spaces have a similar recreational function to outdoor sports facilities and there is therefore an overlap in typologies. For example, many parks include sports pitches for both formal and informal use.

Current Provision

- 15.97 The Open Space, Sports and Recreational Facilities Audit 2008 (the '2008 Audit') identified 11 parks and gardens in Woking, covering an area of 47ha, and 82 separate areas of amenity greenspace, covering an area of approximately 40ha. These are listed in the Appendices of the Audit.
- 15.98 New provision since this time includes (with approximate area):
- Hoe Valley Park (6.75ha)
 - Kings Head Lane Recreation Ground, Byfleet (2ha)
 - | • Brookwood Farm Recreation Ground, Knaphill (3ha)
 - Amenity greenspace at Kingsmoor Park (off Liquorice Lane) (0.1ha)
 - Amenity greenspace at Gresham Mill (0.5ha)
- 15.99 This now amounts to 14 parks and gardens covering an area of approximately 58.75ha, and, taking into account a loss of amenity greenspace at the lane bisecting Rydens Way, Old Woking (0.64ha), at least 83 areas of amenity greenspace covering an area of approximately 40ha.
- 15.100 Map 47 below, extracted from Natural Woking, illustrates the wide distribution of greenspace across the Borough, including parks, gardens and amenity greenspace (and also SANGs and outdoor sports facilities such as golf courses). Parks are considered to have the same recreational function as some outdoor sports facilities as they allow for informal sports pitches to be marked out and provide informal kick-about areas. Residents also have access to formal pitches and some school playing fields for sports. Therefore all such facilities have been shown on the same threshold map.



Map 47: Parks, gardens, outdoor sports and amenity greenspace in Woking (extracted from Natural Woking Supporting Information)

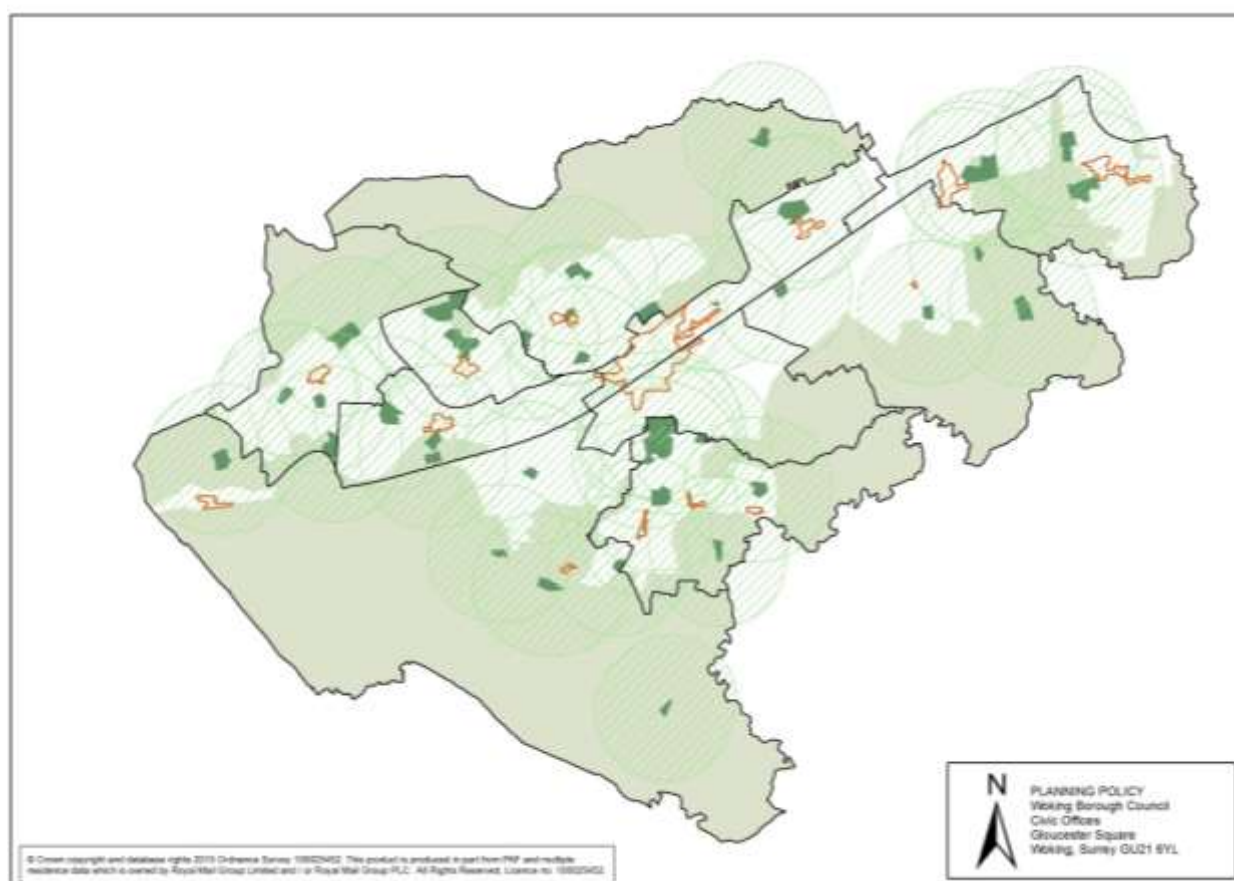
- 15.101 The Core Strategy adopts the standard that all residents in the Borough should have access to a park and/or garden within 800m of their home (equivalent to a 15 minute walk). It seeks to maintain or improve the standard of 0.52ha per 1000 population. It does not define a distance threshold or standard for amenity green space. These standards originated from the 2008 Audit.
- 15.102 The latest Fields in Trust (FiT) recommended benchmark guidelines for informal outdoor space, which reflect the relevant requirements of the NPPF, are:

Open Space Typology	QUANTITY GUIDELINE ^a (hectares per 1,000 population)	WALKING GUIDELINE (walking distance: metres from dwellings)	QUALITY GUIDELINE
Parks and Gardens	0.80	710m	* Parks to be of Green Flag status. * Appropriately landscaped.
Amenity Green Space	0.60	480m	* Positive management. * Provision of footpaths.
Natural and Semi-Natural	1.80	720m	* Designed so as to be free of the fear of harm or crime.

- 15.103 Quantity: ONS 2014-based projections put Woking's population at 99,695. Updated calculations therefore suggest the provision in the Borough equates to approximately 0.56ha of parks and gardens per 1000 population; and 0.40ha of amenity green space per 1000 population. Provision is therefore adequate in terms of Core Strategy standards, but inadequate when considered against latest FiT guidelines.
- 15.104 It should be noted that the 2008 Audit found that the quality and value of parks throughout the Borough was generally assessed as good, with only one deemed to be of low value

(Mayford Recreation Ground, Saunders Lane). The audit also found that the majority of identified areas of amenity greenspace were of high quality with only one site considered to be of very low quality (land at Gregory Close, Horsell). Just under 90% of those who responded to the Citizens Panel survey considered that their needs were met.

- 15.105 Accessibility: map 48 below, extracted from Natural Woking, displays the distribution of parks, gardens, and recreation grounds (including outdoor sports facilities) across the Borough, with an 800m buffer surrounding each facility. The map suggests that accessibility to these types of green spaces across the Borough is generally good, but with gaps found in Mount Hermon Ward and northern parts of Pyrford Ward.



Map 48: Parks, Gardens, Recreation Grounds and Outdoor Sports Facilities, and their Catchment Areas, in Woking

Future Needs and Planned Provision

- 15.106 Natural Woking expresses the Council's objectives to improve and expand existing green space and outdoor recreational opportunities for people and wildlife; and to seek opportunities to provide more new open space, particularly where existing provision is limited. It is clear that as the Borough continues to experience development of new housing and employment uses it will be necessary for either new parks, gardens, recreation grounds and amenity spaces to be provided, or for existing areas to be improved.
- 15.107 Due to the proposed distribution of development over the lifetime of the Core Strategy (highlighted by the orange polygons in map 48 above), it is considered that Core Strategy accessibility thresholds will continue to be met and that the focus will be on improving the quality and accessibility of existing provision. A number of projects have been identified in Natural Woking towards this aim and are set out in the appendices of its supporting

information. These improvements generally relate to semi-natural green space such as SANGs and flood alleviation schemes at Hoe Valley and Old Woking, but they will result in improved access to green space for leisure and recreation for existing and new residents.

- 15.108 The Council will seek additional provision of parks and gardens (i.e. the creation of new spaces) where appropriate and when the opportunity arises. The draft Site Allocations DPD includes key requirements under each allocated site, one of which requires development proposals to include proportional on-site measures to support the creation, protection, enhancement and management of green infrastructure, which could potentially include parks (if large-scale development) and amenity greenspace.
- 15.109 The draft Site Allocations DPD identifies a number of sites where development is anticipated to directly result in the creation of new parks, gardens, and/or amenity greenspace, such as new development at West Hall and Egley Road. The following allocations are expected to result in the creation of new or improved parkland / recreation grounds:
- Land within Sheerwater Priority Place, Albert Drive GU21 5RE – enhancement of public open space including improved recreation ground;
 - Woking Palace, Carters Lane, Old Woking GU22 8JQ – new heritage parkland/country park.

Outdoor Sports Provision

- 15.110 Outdoor sports facilities are natural or artificial surfaces which may be available for:
- Football
 - Cricket
 - Rugby
 - Hockey
 - Tennis
 - Bowls
 - Athletics
 - Golf
- 15.111 In April 2017, Woking Borough Council adopted its latest Playing Pitch & Outdoor Facilities Strategy 2017-2027 ('the Strategy'), which has been prepared in full compliance with Sport England's 'Playing Pitch Strategy Guidance: An approach to developing and delivering a playing pitch strategy' (2013). The Strategy seeks to ensure that Woking contains the right amount of facilities, of the right quality and in the right place. It promotes the protection of existing provision, where facilities can be shown to be sustainable, but also recognises the priority need to improve the quality of existing facilities and the impact that qualitative improvements can have on capacity.

Existing Provision

- 15.112 The Open Space, Sports and Recreational Facilities Audit 2008 calculated 39 outdoor sports facilities in the Borough, including golf courses, bowling greens and sports grounds. The Playing Pitch and Outdoor Facilities Strategy provides an updated picture of provision throughout the Borough, summed up as follows:

Outdoor Activity	Main characteristics of current supply	Is accessible provision of sufficient quality and appropriately	Is there enough accessible community use provision to meet current demand?
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		maintained?	
Football	212 football teams in total: 58 adult, 79 youth, 75 mini teams. 58 football pitches on 26 sites: <ul style="list-style-type: none"> • 26 adult pitches • 5 11v11 junior pitches • 13 9v9 junior pitches • 14 mini pitches 	Yes, in the main.	The Needs Assessment indicates that there is generally enough appropriate and suitable provision to meet current demand. There is unmet demand for 3G FTP provision.
Cricket	51 teams generated by 12 clubs: <ul style="list-style-type: none"> • Woking and Horsell CC • Byfleet CC • Old Woking CC • Pyrford CC 19 pitches (8 cricket sites are shared with other sports). 14 non-turf wickets (but only 3 in use).	Most provision does meet the criteria, but there are 4 grounds where quality could be significantly improved (Brookwood, Byfleet, West Byfleet, Wheatsheaf recreation Ground).	The Needs Assessment indicates that there is generally enough appropriate and suitable provision to meet current demand. Byfleet CC, Woking and Horsell CC and Old Woking CC are approaching or being overplayed. Brookwood, Byfleet and Wheatsheaf Recreation Grounds have spare capacity. Facilities at schools are at capacity.
Rugby	6 rugby pitches (4 are school sites with no community use; 2 at Byfleet Rec Ground – home of Woking RFC, which runs 2 teams).	Yes, but changing facilities at Byfleet Rec Ground inadequate and substandard.	Yes, but amount of play constrained by small number of changing rooms.
Hockey	25 teams in total: 15 adult, 8 junior, 6 mini teams. 2 full-size sand based floodlit artificial turf pitches at Woking Hockey Club.	Yes (older pitch due to be upgraded in 2017).	Provision is adequate but at maximum capacity.
Tennis	17 sites with 70 courts: 10 local authority courts, 5 of which are open access courts on 4 recreation ground sites.	All local authority courts, with the exception of the court at Waterers Park, require considerable investment to fencing, surfaces and netting to improve them to good standard.	Anecdotal and survey research suggests it can be difficult during the summer months to obtain court time in Woking Park. No records are kept of usage at Brookwood, Byfleet and West Byfleet Recreation Ground, and Waterers Park.
Bowls	7 bowling greens.	All considered to be of good quality, but improvements could be made to fencing and paths.	The Needs Assessment indicates that there is generally enough appropriate and suitable provision to meet current demand. There is limited spare capacity at the greens, with the exception of Mayford Hall.
Athletics	1x 6 lane athletics track at Woking Athletics Club in Sheerwater.	6 lane facility is inadequate.	No, evidenced by an ever-growing waiting list.

15.113 The location of various sports clubs and associated pitches are illustrated on the maps included under Section 11 on Community Facilities.

Future Capacity and Planned Provision

15.114 The Strategy calculates the overall assessment of demand to the end of the Core Strategy period (2027). It takes the growth figures in the Core Strategy: between 2016 and 2027, 2662 dwellings will be delivered in the urban area (6,628 additional people based on an average household size for Woking of 2.49 persons per dwelling), and 550 dwellings within the Green Belt (1,370 additional people). In calculating future numbers of teams, it has been assumed that the demographic profile of new residents will reflect the existing profile.

15.115 Under each outdoor activity, the Strategy summarises the main characteristics of the future demand for and supply of provision, details proposed changes to supply (such as

outcomes of the Sheerwater Regeneration Scheme and Hoe Valley School development), and explores whether there is enough accessible and secured community use provision to meet future demand to 2027. Headlines are as follows:

Outdoor Activity	Main characteristics of future demand for and supply of provision
Football	A buoyant youth sector, an expected growth in small sided games and growing demand for 3G FTPs for matches and training; Demand generated by people moving into new housing in the Borough between 2016 and 2027 and latent demand suggests an additional 13 adult, 18 youth and 13 mini teams will be created by 2027; Given the spare land available at certain grass football pitch sites, it will be possible to meet the required number of new grass pitches from existing stock providing various factors can be met (if not, an additional two grass adult pitches will be required); If the demand for grass pitches for adult, youth and mini match play decreases (in favour of artificial grass pitches), there will be sufficient stock of grass playing pitches to meet expected demand.
Cricket	Demand is steady or growing; Based on population growth between 2016 and 2017, latent demand and club aspirations, the following additional teams will form: 6 men's, 1 ladies', 6 youth, 1 vet's. There is enough accessible and secured community use provision to meet future demand for cricket, if grounds currently out of use are included (such as St John's Lye and Goldsworth Park) and pitch capacity is increased through quality improvements; Redundant non-turf wickets at six (non-school) sites could be rejuvenated for youth cricket if demand is apparent; Additional cricket nets are recommended for training purposes.
Rugby	Another 5 male, 6 youth and 4 mini teams will be formed by 2027; 1 additional rugby pitch may be required – provision should be considered at Byfleet Recreation Ground in the first instance; and then consideration be given to another ground for Woking RFC where dedicated pitches and a floodlit training area, with suitable changing provision, could be provided.
Hockey	A growth in teams of 3 men's, 2 boys youth, 2 girls youth to 2027; Potential outreach sessions at a new facility at St John the Baptist Secondary School (if planning permission granted); Demand will develop to support the provision of one additional AGP for hockey.
Tennis	Significant latent demand for tennis, combined with future demand, will command investment in improvements to non-club courts in Woking - existing provision should be protected and enhanced; No evidence of demand for additional outdoor or indoor courts.
Bowls	The target age group for bowls is likely to increase by 12.5% from 2016 to 2027; Members generated through population growth and from new housing can be accommodated in existing clubs.
Athletics	An 8-lane track is proposed at the Hoe Valley School site on Egley Road (replacement track for facility at Sheerwater); This would result in a 33% increase in available training space which would cater for growth of the sport locally to 2027.

15.116 Requirements have been identified for the following new facilities:

Type of pitch	Number
Adult football	2
Junior 11v11	3
Junior 9v9	3
Mini 7v7	4
Cricket	0
Adult rugby	1
Full size 3G FTP	4
Full size AGP for hockey	1
Tennis	0
Bowls	0
Athletics	0

- 15.117 Meeting demand may not always require the provision of new pitches on new land. Other options include:
- Increasing the capacity of existing pitches by improvements to pitch quality and/or changing facilities;
 - Securing access to existing pitches which currently do not have community use e.g. at secondary schools where there are multiple pitches;
 - Marking out pitches on currently unused areas of existing playing field sites;
 - Providing artificial grass pitches either for training and/or matchplay, which can ease pressure on grass pitches;
 - Better scheduling of matches and flexibility in kick-off times.
- 15.118 The Strategy recommends that in the first instance, new pitches should be accommodated at existing sites either through increasing capacity of existing pitches or providing new pitches on spare land at existing sites. The Strategy puts forward a number of locations, including at schools, where demand for outdoor sports facilities can be met using existing land (pending certain factors being met, such as viability).
- 15.119 However, even with more effective use of existing facilities, new pitches and ancillary facilities will be required to address inadequacies in the current level of provision, meet changing participation trends and patterns and to meet demand from rising population and new development.
- 15.120 The draft Site Allocations DPD includes two sites where on-site provision will be delivered to meet increased demand:
- UA30: Land within Sheerwater Priority Place, Albert Drive GU21 5RE – 2 adult and 1 junior grass football pitches will be lost due to redevelopment, but replaced with 2x junior 11v11 pitches and 1x3G FTP at Bishop David Brown School;
 - GB7: Nursery land adjacent to Egley Road, Mayford GU22 0PL – 2 adult football pitches (replacement for Sheerwater) and 1x 5v5 3G FTP, and floodlit tennis courts.

Delivery and Funding

- 15.121 An Action Plan accompanies the Strategy which aims to ensure provision and availability of appropriate facilities to meet demand to 2027 – this is available at www.woking2027.info/ldfresearch. The Infrastructure Delivery Schedule accompanying this report sets out the total cost of implementing the Action Plan. The actions aim to deliver the following priorities:
- Ensuring provision & availability of appropriate facilities to meet demand to 2027;
 - Provision of appropriate floodlit training and matchplay facilities for football (including FTPs);
 - Sustainability of hockey provision in Woking;
 - Enhancement of cricket facilities (including rationalisation of sites and appropriate management/disposal/reinstatement of non-turf wickets);
 - Accommodating growth in junior and mini football;
 - Enhancement of key changing facilities in line with NGB facility standards so that facilities are fit for purpose and encourage women/girls and disability access;
 - Enhancement of community based tennis facilities;
 - Ensuring sustainability of bowls clubs.
- 15.122 Some of the projects have identified funding sources (such as through CIL or S106 planning obligations) and others have no identified funds. The estimated cost of delivering the items on the latest Action Plan are £5,244,000. The Playing Pitch Strategy Working Group will be considering the appropriate funding and delivery mechanisms.

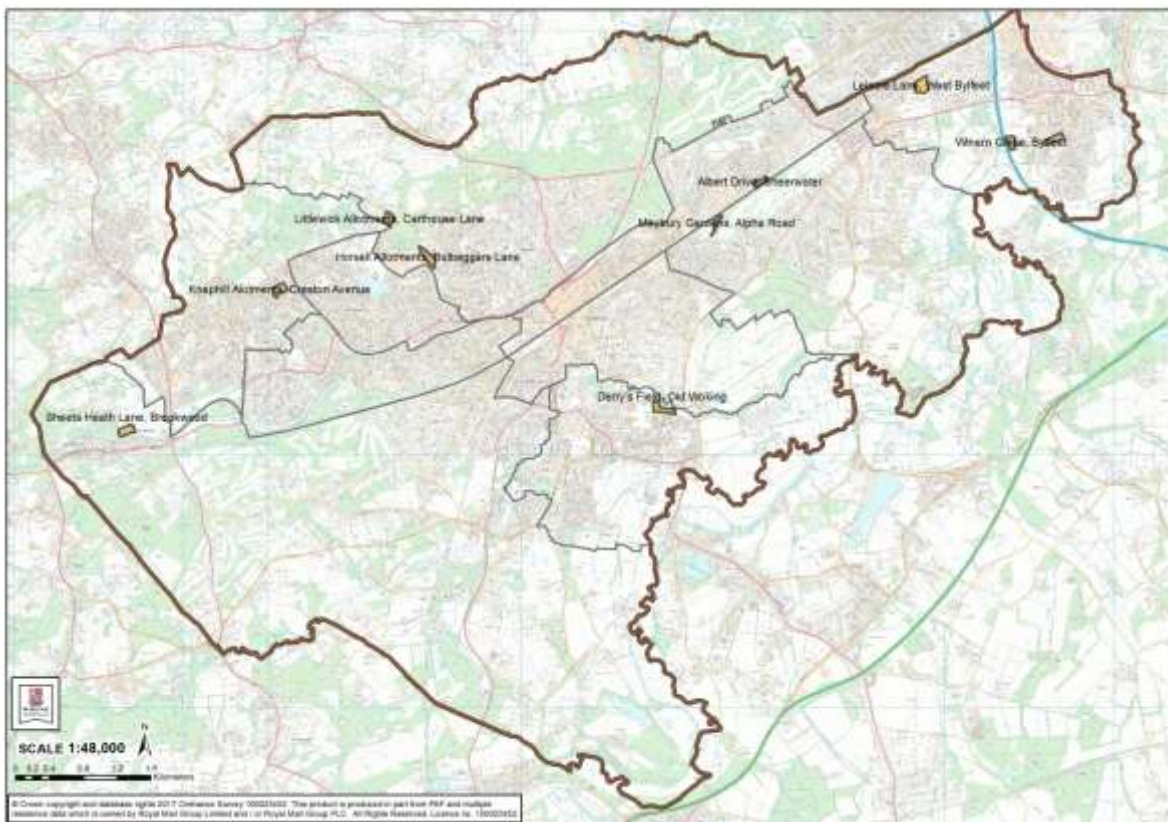
- 15.123 Other possible sources of funding include Sport England and National Governing Bodies capital funds, the National Lottery, and other funding programmes listed in Section 4 of the Playing Pitch and Outdoor Facilities Strategy.

Allotments

- 15.121 The need and demand for allotments is increasing with the growth of interest in healthy eating and organic food production, the economic recession and as a result of rising housing densities and the consequential reduction in the size of many gardens. In addition, allotments provide opportunities for social interaction, strengthen communities and have mental and physical health benefits. Local Authorities have a specific responsibility for the management and provision of allotments in their area, taking into account local demand.
- 15.122 Through new community rights – such as those enabled by Neighbourhood Planning – local residents have increased opportunities to protect existing allotments from development, and increase provision of green spaces. Allotments can also be listed as assets of community value.

Current Supply

- 15.123 Map 49 below shows the distribution of allotments across the Borough. Within Woking there are 845 plots on 10 allotment sites, covering an area of 14.94ha, with a combined waiting list of 53 people (noting that waiting lists are managed by the individual sites so may contain duplicates). See Table 26 below for a breakdown as at August 2017.



Map 49: Allotment Sites in Woking

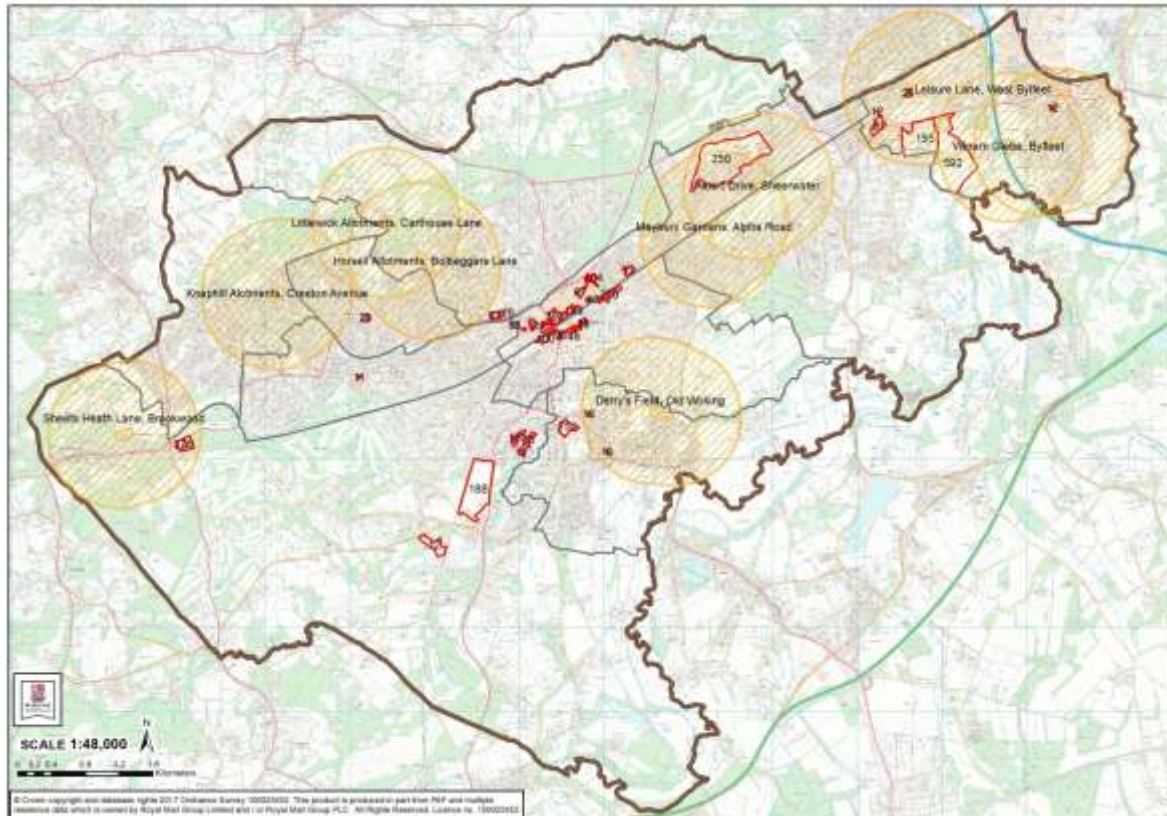
Number	Name	Number of plots	Area (ha)	Vacant plots	Number on waiting list
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1	Eden Grove (Eden Grove Road, Byfleet)	78	1.41	5.5	0
2	Winern Glebe (off Rectory Lane, Byfleet)	32	1.14	3 (5 rod) & 2 (2.5 rods)	0
3	Sheerwater (Albert Drive)	52	0.84	0	1
4	Derry's Field (Coniston Road, Old Woking)	109	1.84	5 (5 rod)	16
5	Horsell (Bullbeggars Lane)	94	1.79	1	9 (Combined list with Bullbeggars Lane)
6	Littlewick (Carthouse Lane)	76	1.37	3.5	
7	Goldsworth Park (Sheet's Heath Lane, Brookwood)	90	1.64	4 (10 rod) & 6 (5 rod)	3
8	Knaphill (Creston Avenue)	109	1.62	1 half plot	17
9	Maybury (Alpha Road)	52	0.84	2	1
10	West Byfleet (Leisure Lane off Camphill Road)	153	2.45	2.5	6
TOTAL		845	14.94		53

Table 26: Information for Allotments in Woking (Source: Green Infrastructure Team, August 2017)

- 15.124 Since the 2011 IDP, there has been one new allotment site delivered at Littlewick Allotments, Carthouse Lane, which has eased demand for plots in the Horsell area. The new allotment provides 76 'five rod plots'. Plots were allocated first to those on the waiting list of Horsell Allotment, and then the next nearest sites of Knaphill and Brookwood. Any remaining vacancies were then opened up across Woking.
- 15.125 In five years from 2012 to 2017, the total waiting list has significantly reduced from approximately 133 people to 53 people. However, a waiting list of 53 is still considered to be high by National Society of Allotment and Leisure Gardeners (NSALG) standards.
- 15.126 According to the NSALG standard, there are not enough allotments in the Borough. NSALG recommend that at least 20 standard size (ten-rod) allotment plots (250sqm/0.025ha per plot in size) be provided per 1000 households. Plot sizes across Woking's allotments vary, so taking the total area of 14.94ha, this translates to the equivalent of 598 standard sized plots. In 2013 there were 39,757 households in Woking⁷⁴, which equates to 15 plots per 1000 households based on current provision. The shortage of provision is particularly the case in areas of Knaphill and Old Woking, where waiting lists are higher.
- 15.127 Similarly, according to the accessibility standards adopted in Woking Core Strategy of 800m (15 minutes' walk away), many allotments are not accessible enough across the Borough, especially in parts of Heathlands, Hoe Valley, St John's, Mount Hermon and Pyrford wards (see map 50 below).

⁷⁴ According to the West Surrey SHMA (2015), which sourced its data from ONS.



Map 50: Allotment Catchments and Proposed Site Allocations in Woking Borough

- 15.128 Caution should be taken when interpreting these results. Waiting lists fluctuate widely throughout the year – and towards the end of the summer there tends to be an increase in vacant plots which are subsequently allocated to those on the waiting list. The figures above are from August 2017, and waiting list numbers would be expected to decrease throughout Autumn. There also tends to be crossover between waiting lists – where one person is on more than one list.
- 15.129 Allotment societies also report a high turnover in allotment holders, and quarter plots are now being offered initially to help introduce newcomers to allotment growing at a smaller scale. Therefore ‘standard’ size plots (ten-rod plots) are not necessarily those which are in demand by households in Woking. After compiling a detailed questionnaire sent to all existing allotment holders and those on the waiting lists for all sites in the Borough, it transpired that smaller plots were in high demand; therefore the new Littlewick Allotment site provided 76 five-rod plots with the option of dividing these plots even further into quarter plots. The division of existing standard size or half size plots into even smaller plots, releases plots over time and helps meet demand.
- 15.130 Other initiatives are also helping to meet demand for growing food such as Incredible Edible: run by local environmental voluntary group Woking Local Action 21, the initiative sees food crops planted in public spaces around Woking, thus bringing unused pockets of land back into productive use whilst encouraging local people to get involved, enjoy and learn about food growing.
- 15.131 The Council considers that need is currently being met across the Borough. The picture of accessibility should also be considered in further detail - some areas of the Borough highlighted on the map as having low accessibility to plots may already experience access to similar activities offered by allotments, particularly in those parts of the Borough where dwellings have large gardens with sufficient space to grow food in them.

Future Demand and Planned Provision

- 15.132 Applying the NSALG standard to additional growth in Woking can provide an estimate of demand arising over the remainder of the Core Strategy period (2017-2027). Over the next ten years, 3,175⁷⁵ homes will generate a need for 63.5 additional standard size plots (or 127 five rod plots, which appear to be in higher demand in the Borough).
- 15.133 The cost of provision for 76 five rod plots at Littlewick Allotment was £191,000. It is envisaged that any new sites would be fully self-managed⁷⁶, and therefore be responsible for all outgoings and maintenance. The total cost per five rod plot for future new provision will therefore be £2,513. The total cost requirement to meet growth anticipated by the Core Strategy would therefore be £2,513 x 127 = £319,151.
- 15.134 Natural Woking, based on a high-level analysis of the current and required distribution of allotments, identifies opportunities for future allotment provision to be in:
- Horsell East and Woodham
 - St John's and Hook Heath
 - Mount Hermon West
 - Kingfield and Westfield
 - Mayford and Sutton Green
 - Pyrford
- 15.135 Allotment funding is included on the CIL Regulations 123 List for a total of £266,304. There are also existing funding sources from S106 planning obligations. Where relevant, new development coming forward will be expected to contribute to Open Space infrastructure, including allotments, via CIL or S106 contributions. The findings above will inform future reviews of Regulations 123 List.

Green corridors

- 15.136 Green corridors promote environmentally sustainable forms of transport such as cycling and walking within urban areas. They also play an important biodiversity role linking fragmented habitats, and include river and canal banks, cycle ways and rights of way. In Woking, the following strategic green corridors exist:
- Basingstoke Canal;
 - River Wey Corridor; and
 - Hoe Valley.
- 15.137 There are no established provision standards for green corridors.
- 15.138 Although the Borough is well served by linear open spaces alongside the River Wey, Hoe Stream and Basingstoke Canal, there is a need to further explore the opportunities to promote access to these spaces particularly where they link with more substantial open spaces and to/from the main Urban Area and its centres.

⁷⁵ The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. Annual Monitoring Reports set out the net additional completions up to 31 March 2017 totalling 1,789. The Council therefore needs to deliver 3,175 net additional dwellings to 2027. This is, however, considered to be a minimum figure and the Council will continue to monitor delivery year on year and make a judgement periodically to determine if the Council is over- or under-providing in line with estimated trajectories.

⁷⁶ except for the inspection and maintenance of trees on-site, which the Council would retain responsibility for.

15.139 The Council has stated within Natural Woking that it aims to achieve a publicly accessible strategic network of green and blue corridors and natural habitat. The following projects have been identified which will help achieve this goal:

- Improvements to existing SANGS, and provision of additional SANG as identified in the draft Site Allocations DPD;
- Flood alleviation schemes at Hoe Valley and Old Woking (see Section 14 on Flood Alleviation);
- Ongoing improvements to Basingstoke Canal;
- Enhancement of Woking's walking and cycling network.

15.140 Woking's Development Management Policies DPD sets out criteria for developers to help identify opportunity areas for green infrastructure extension and enhancement, including green corridors. The provision of new or enhanced green infrastructure assets will be expected to take reasonable opportunities to connect to, or enhance, the existing Green Infrastructure Network of the Borough; green corridors play a key role in linking together existing and new assets.

APPENDIX 1 – SCHEDULE OF INFRASTRUCTURE DELIVERY REQUIREMENTS

[SEE SEPARATE DOCUMENT]

APPENDIX 2 – SCHEDULE OF SITE ALLOCATION DPD REFERENCE CHANGES

Regulation 19 Site Allocation reference (October 2018)	Regulation 18 Site Allocation reference (June 2015)	Site address
UA1	UA1	Library, 71 High Road, Byfleet, KT14 7QN
UA2	UA2	Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ (formerly known as Trizancia House, Thomsen House and Woodstead House)
UA3	UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ
UA4	UA7	1-12 High Street and 26-34 Commercial Way, Woking GU21 6EN
UA5	UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, GU21 5AS
UA6	UA8	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW
UA7	UA23	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE
UA8	UA11	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ
UA9	UA12	113-129 Goldsworth Road, Woking, GU21 6LR
UA10	UA13	MVA and Select House, Victoria Way, Woking, GU21 6DD
UA11	UA14	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ
UA12	UA15	Synergy House, 8 Church Street West, Woking, GU21 6DJ
UA13	UA16	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT

UA14	UA17	Poole Road Industrial Estate, Woking, GU21 6EE
UA15	UA18	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ
UA16	UA19	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN
UA17	UA20	Griffin House, West Street, Woking, GU21 6BS
UA18	UA21	Concorde House, 165 Church Street East, Woking, GU21 6HJ
UA19	UA26	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ
UA20	UA28	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way and Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN
UA21	UA29	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, Woking, GU22 0BU
UA22	New site	Ian Allan Motors, 63-65 High Street, Old Woking GU22 9LN
UA23	UA30	Elmbridge House, Elmbridge Lane, Kingfield, Woking, GU22 9AW
UA24	UA31	Sherpa House, Kingfield Road, Kingfield, Woking, GU22 9EH
UA25	UA32	Land within Sheerwater Priority Place , Woking, GU21 5RE
UA26	UA33	101-121 Chertsey Road, Woking, GU21 5BG
UA27	UA34	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU
UA28	UA35	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5LY
UA29	UA36	29-31 Walton Road, Woking, GU21 5BX
UA30	UA37	95-105 Maybury Road, Woking, GU21 5JL

UA31	UA38	Walton Road Youth Centre, Walton Road, Woking GU21 5DL
UA32	UA40	Car Park (east), Oriental Road, Woking, GU22 8BD
UA33	UA39	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ
UA34	UA41	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE
UA35	UA43	Quadrant Court, Guildford Road, Woking, GU22 7QQ
UA36	New site	Land at Bradfield Close and 7 York Road, GU22 7XH
UA37	UA45	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG
UA38	UA46	Somerset House, 1-18 Oriental Road, Heathside Crescent, Woking, GU22 7BG
UA39	UA48	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA
UA40	UA49	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW
UA41	UA50	Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6NW
UA42	UA51	Land at Station Approach, West Byfleet, KT14 6NG
UA43	UA52	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF
UA44	New site	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA
Green Belt – development and infrastructure sites within the existing Green Belt		
GB1	GB1 & GB3	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ (formerly known as Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ)
GB2	GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD (formerly known as Five Acres Site 1)

GB3	New site	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL
GB4	GB4	Land south of Parvis Road and High Road, Byfleet, KT14 7QL (formerly known as land south of High Road)
GB5	GB5	Land to the south of Rectory Lane, Byfleet KT14 7NE (formerly known as land to the south of Murray's Lane, Byfleet, KT14 7NE)
GB6	GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH
GB7	GB8	Nursery land adjacent to Egley Road, Mayford, GU22 0PL
GB8	GB9	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH
GB9	GB14	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS
GB10	GB15	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY
GB11	GB16	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP
GB12	GB17	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB
GB13	GB18	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR
GB14	GB19	Westfield Common SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB (formerly known as Mayford SANG)
GB15	GB20	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH
GB16	GB21	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH
GB17	GB22	Woking Palace, Carters Lane, Old Woking, GU22 8JQ
GB18	GB23	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG

APPENDIX 3 – GLOSSARY OF KEY TERMS

Adoption: The formal approval or acceptance of local development documents by the Council.

Annual Monitoring Report (AMR): monitors progress against the Local Development Scheme (project plan for LDF documents) and policy targets.

Area Action Plans: Document for key areas of change or conservation which focuses on proposals for the area and their implementation.

BREEAM: (BRE Environmental Assessment Method) is the world's most widely used means of reviewing and improving the environmental performance of buildings. The residential version of BREEAM is called EcoHomes.

Community Infrastructure Levy (CIL): Standard charge decided by local authorities and levied on new development. For example, the CIL may be levied as a certain amount per square metre of development. The money would be used to pay for transport, schools and health centres, flood defences, play areas, parks and other green spaces.

Community: Usually refers to those living within a specific area but can be any group with shared needs or interests living in the Borough.

Community Strategy: The Council's long-term vision for improving the quality of people's lives, with the aim of improving the economic, social and environmental well-being of the Borough. Sometimes referred to as a Sustainable Community Strategy.

Core Strategy: Sets out the long term vision for area and the main strategic policies and proposals to deliver that vision.

Deprivation: Deprivation covers a broad range of issues and refers to unmet needs caused by a lack of resources of all kinds, not just financial. The Council uses the English Indices of Deprivation produced by the DCLG to identify areas of deprivation. The English Indices of Deprivation attempt to measure a broader concept of multiple deprivation, made up of several distinct dimensions, or domains, of deprivation.

Development: Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land". "Major development" means development involving any one or more of the following: a) the winning and working of minerals or the use of land for mineral-working deposits; b) waste development; c) the provision of 10 or more dwelling houses or is on a site of 0.5ha or more and it is not known whether the development has 10 or more dwellings; the provision of building(s) where the created floorspace is 1,000sq.m or more; is on a site having an area of 1ha or more.

Development Plan Document (DPD): Local Development Framework (LDF) documents containing the core planning policies and proposals. These are subject to independent examination. Woking Borough Council has prepared the following DPDs: Core Strategy, Development Management Policies, Proposals Map; and is preparing the Site Allocations DPD.

Examination: Formal examination of local development framework (LDF) documents by an independent inspector appointed by the Secretary of State.

ECSC: Energy Centre for Sustainable Communities designs and implements projects to create a socially responsible, sustainable energy future.

Green Infrastructure (GI): A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Infrastructure Delivery Plan (IDP): A document which identifies future infrastructure and service needs for the Borough over the Core Strategy plan period.

Inspector: Representative from the Planning Inspectorate, which is an impartial government agency. Leads the examination of the Core Strategy.

Local Development Documents (LDD): Comprises of Development Plan Documents, Supplementary Planning Documents and Statement of Community Involvement i.e. both statutory & non-statutory documents.

Local Development Framework (LDF): A folder of Local Development Documents that provides the framework for planning in the Borough and to guide planning decisions.

Local Development Scheme (LDS): Three-year project plan for the production of Local Development Documents.

Local Enterprise Partnership (LEP): Partnership between local authorities and businesses, which decides what the priorities should be for investment in roads, buildings and infrastructure in the area. LEPs publish strategies for local growth as the basis for negotiating for local growth funds allocated by the Government.

National Planning Policy Framework (NPPF): published on 27 March 2012. Sets out the Government's planning policies for England and how these are expected to be applied. Provides a framework within which local people and their accountable Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

National Planning Practice Guidance (PPG): adds further context to the NPPF and it is intended that the two documents should be read together. The guidance is also a material consideration when taking decisions on planning applications.

Natura 2000: a European network of protected sites which represent areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community. The Natura 2000 network includes two types of area [Special Areas of Conservation \(SAC\)](#) and Special Protection Areas (SPA).

Neighbourhood Plan: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Older People's Accommodation: there are many different types of accommodation providing support and care for older people. These include:

- **Care Homes** (formerly known as '*residential care homes*'): a residential setting where a number of people live, usually in single rooms, and have access to on-site care services. A home registered as a care home will provide care only – help with washing, dressing and giving medication. A home registered as a 'care home with nursing' (a term which has replaced '*nursing home*') will provide the same personal

care, but also have a qualified nurse on duty twenty-four hours a day (for people who are physically or mentally frail or people who need regular attention from a nurse). Some homes, registered either for personal care or nursing care, can be registered for a specific care need, for example dementia or terminal illness.

- **Housing with Support:** includes sheltered and retirement housing, whether for renting or owner-occupation. Housing with support means having your own flat or bungalow in a block, or on a small estate, where all the other residents are older people (usually over 55). Many schemes have their own 'manager' or 'warden' either living on-site or nearby. Managed schemes have some shared or communal facilities. New forms of sheltered housing have been pioneered in recent years to cater for people who are becoming more frail and less able to do everything for themselves, known as extra care or very sheltered schemes.
 - **Extra Care Housing** (also known as very sheltered housing, assisted living, or simply as 'housing with care'): designed with the needs of frailer older people in mind and with varying levels of domestic support and personal care available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. Properties can be rented, owned or part-owned/part-rented. A popular alternative to a care home. Providers tend to set eligibility criteria which prospective residents have to meet.

Planning Inspectorate (PINS): The Planning Inspectorate holds independent examinations to determine whether or not DPDs are 'sound'. The Planning Inspectorate also handles planning and enforcement appeals.

Proposals Map: A part of the local development framework showing the location of proposals in all current development plan documents on an Ordnance Survey base map. Can be a development plan document itself or part of another.

Previously developed land (often referred to as brownfield land): Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Representations: General comments or responses to a consultation which support or object to proposals.

Site Allocations DPD: produced after the Core Strategy. This will specify exactly where new development will take place in accordance with the policies set out in the Core Strategy.

Site specific allocations: Allocation of sites for specific or mixed-use development.

Sound/soundness: describes where a DPD is considered to 'show good judgement' and also to fulfil the expectations of legislation, as well as conforming to national and regional planning policy.

Spatial Policies: Location specific policies addressing issues such as the natural environment, the Green Belt and housing.

Special Areas of Conservation (SAC): These areas are of international importance because they are home to rare or endangered species of plants or animals (other than birds). SACs are designated under the Habitats Directive.

Special Protection Areas (SPA): Areas which support significant numbers of wild birds and their habitats. SPAs are classified under the Birds Directive.

Statement of Community Involvement (SCI): Sets out the Council's standards for involving the community in the preparation, alteration and review of Local Development Documents and the consideration of planning applications.

Statement of Matters: The regulations set out that the Council must produce a Statement of Matters which sets out the title of the document, subject matter of and area covered, period for representations, address where representations should be sent and list of places at which the document is available for inspection and the times at which it can be inspected.

Strategic Environment Assessment (SEA): Is a system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred to as Strategic Environmental Impact Assessment. The specific term Strategic Environmental Assessment relates to European Union policy.

Sustainable Drainage Systems (SUDS): Slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas.

Suitable Alternative Natural Greenspace (SANG): Green space used as mitigation or avoidance to reduce recreational use of the Thames Basin Heaths Special Protection Area.

Supplementary Planning Documents (SPD): Non-statutory documents that expand upon policies and proposals in Development Plan Documents.

Sustainability Appraisal (SA): A social, economic and environmental assessment primarily used for DPDs, incorporating the requirements of the SEA Directive.

Sustainable Development: the core principle underpinning the planning system. This means meeting the needs of the present without compromising the ability of future generations to meet theirs.

Woking Joint Committee: a committee between Surrey County Council and Woking Borough Council, established on 1 June 2014, which makes decisions about activities for young people; how certain funding will be spent; roads and road maintenance; library opening hours; public rights of way in Woking; local concerns about Council services under the remit of the Committee. Also monitors how well public services like social care are benefitting local people, and has a special role in making sure that local schools are performing well or taking the necessary steps to improve.