



Local Development Framework

Infrastructure Capacity Study and Delivery Plan

February 2022

Produced by the Planning Policy Team.

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1. Introduction

Overview

- 1.1 This report provides an update following the last publication of the Council's Infrastructure Delivery Plan (IDP) in April 2018. The IDP is a living document which the Council has committed to review to ensure that it is continuously robust and up to date. This revised IDP will add to the evidence base for forthcoming development plan documents, reviews of existing development plan documents, and other relevant documents such as the annual Infrastructure Funding Statement.
- 1.2 The IDP establishes what additional infrastructure and service needs are required to support the level of development proposed in Woking's Core Strategy, adopted in 2012 and reviewed in 2018, over the period to 2027. It is important to note that the IDP does not include every infrastructure scheme or project planned in the Borough, but rather focuses on the infrastructure required to support the development proposed in the Core Strategy and emerging Site Allocations DPD. It does not seek to address deficiencies in existing infrastructure provision, although there may be circumstances where supporting growth might be most effectively achieved through upgrading existing facilities, for instance through expanding existing schools. Schemes identified in Neighbourhood Plans should also be taken into account and can also provide justification for how the element of the Community Infrastructure Levy earmarked for Neighbourhood Areas is spent.
- 1.3 The IDP was first drafted in 2011 to quantify the nature, scale and sources of funding for the necessary infrastructure to support planned development in the emerging Core Strategy. Policy CS16: *Infrastructure Delivery* of the Core Strategy sets out how the Council views the IDP as a 'living' document that will be regularly reviewed 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. As such, the infrastructure requirements were last reviewed in 2017/18 as per Core Strategy commitments, and published in an updated IDP in April 2018 to reflect newly emerging information.
- 1.4 The 2018 IDP has most recently formed a key part of the evidence base to support the draft Site Allocations DPD. After extensive engagement with a wide range of infrastructure providers and service delivery organisations, the 2018 IDP seeks to:
 - provide an up-to-date baseline position establishing current infrastructure provision, identifying any shortfalls and potential constraints to development;
 - set out up-to-date infrastructure and service requirements in respect of the overall quantum of growth proposed in the Core Strategy; and
 - set out specific infrastructure and service requirements in respect of the Council's proposed spatial distribution of growth contained in the 'Main Modifications' version of the Site Allocations DPD. It also identifies, where appropriate, the specific infrastructure requirements for individual site allocations included in the draft DPD.
- 1.5 The quality and capacity of the following types of infrastructure in Woking have been comprehensively assessed as part of the 2018 IDP update:
 - Transport
 - Education (primary and secondary schools, early years, further education and adult learning provision)
 - Health
 - Social and community infrastructure

- Public services (including emergency services)
 - Utilities (gas, electricity, CHP, water, wastewater and digital communications)
 - Flood alleviation; and
 - Green infrastructure, including Suitable Alternative Natural Greenspace.
- 1.6 This latest IDP review was undertaken in two phases. The first phase of the review focused on transport, education, health and flood alleviation infrastructure. These were selected because they have been of particular importance to local communities, evidenced in representations made during the consultation on the Site Allocations DPD. The revised 'part 1' was approved by Full Council in October 2021. The second phase addressed the remaining infrastructure themes, and the revised 'part 2' was approved by Full Council in February 2022. The two parts have subsequently been merged into one document – this document – for ease of reference.
- 1.7 The IDP will also be used to inform the Council's annual Infrastructure Funding Statement (IFS). The IFS will set out details of developer contribution receipts and infrastructure projects that have been or will be prioritised for funding.
- 1.8 Planning for infrastructure is a continuous and iterative process, and the IDP can only represent the Council's understanding of the infrastructure required to support the development proposed at the time the IDP is prepared. The IDP will therefore continue to be updated as committed in the Core Strategy to reflect the latest available information on infrastructure requirements and provision.

Methodology

- 1.9 The following steps have been taken to inform the IDP review:
- A review was carried out of evidence base documents, the findings of which have been reflected in the IDP review – a table preceding each chapter lists the relevant documents;
 - A briefing note was prepared and circulated to infrastructure stakeholders within Woking Borough Council, Surrey County Council and external providers for the selected infrastructure categories, along with a copy of the relevant 2018 IDP extract and associated schedule, inviting comments and requesting updates. A spreadsheet was also provided which outlined the latest site allocations being considered at Examination together with details for each of these sites including expected housing and/or employment yield. Infrastructure providers were asked to:
 - Review the details and confirm whether the identified infrastructure projects remained current or provide updated details if the projects had progressed/further information was available;
 - Identify any additional infrastructure requirements or service delivery projects relating to the allocations either on a site-specific basis or broader settlement context; and
 - Identify any infrastructure investment projects/proposals programmed to come forward during the Core Strategy period (to 2027) that would not necessarily be directly related to the proposed allocations.
 - Engagement with key stakeholders took place via zoom meeting, email and/or telephone to inform the review. This included: Surrey County Council's spatial planners, school commissioning officers, waste and transport planners, and library services and digital communications officers; further education providers; healthcare representatives; Highways England; Network Rail; utility providers; emergency services providers; Neighbourhood Forums and Residents Associations; and Woking Borough Council's drainage and flood risk engineering

team, housing team, major development proposal project managers, green infrastructure team and asset management officers.

- Where site promoters have provided technical or other information related to infrastructure requirements this has been used to update the infrastructure schedule where appropriate. This was supplemented by an assessment of responses (representations) to the Regulation 19 consultation for the Site Allocations DPD, and any further representations submitted as part of the Examination in Public – both of which took place after the last IDP review - to identify any further relevant information.
- A high-level analysis was carried out by the planning policy team to identify the scope for future developer contributions and other funding mechanisms to support the delivery of infrastructure identified in this latest IDP review.

Infrastructure Prioritisation

1.10 Identified schemes within each infrastructure type continue to be classified within the Infrastructure Delivery Plan Schedule in terms of priority as either:

- **Critical** – it is essential they are in place upfront in order for development to commence e.g. some transport schemes and utilities
- **Essential** – necessary to meet the needs of the development proposed, but precise timing and phasing is less critical and development can commence ahead of its provision e.g. schools and primary health care
- **Preferred** – required in order to build sustainable communities but timing and phasing is not critical over the plan period. Some of the identified preferred infrastructure may be delivered through the neighbourhood component of CIL.

1.11 Full details of infrastructure schemes identified, including any relevant updates emerging from the review, are summarised in the IDP Schedule in Chapter 3.

Structure of this report

1.12 The report is structured as follows:

- Chapter 2: provides up-to-date national and sub-regional context for infrastructure planning, and a summary of existing and emerging documents making up 'Woking 2027' – the Development Plan for Woking - including updated housing and employment allocations in the draft Site Allocations DPD.
- Chapters 3: provides an up-to-date Infrastructure Delivery Plan Schedule for each infrastructure theme, including all identified funding and delivery mechanisms to date. This acts as an 'executive summary' of findings arising from the IDP review;
- Chapters 4 to 11: set out the updated infrastructure position for infrastructure topic areas identified for focussed review. Each chapter includes a summary of the 2018 IDP followed by an assessment of the updated position, and any updates on identified sources of funding and delivery.

2. Latest Context

National Planning Policy Context

- 2.1 There have been some changes to the national planning policy context since the last IDP was published. The National Planning Policy Framework (NPPF) was revised in 2019, and requires strategic policies to set out an overall strategy for the pattern, scale and quality of development, and in doing so make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, the provision of minerals and energy (including heat) and community facilities (such as health, education and cultural infrastructure) (paragraph 20).
- 2.2 The NPPF encourages joint working and cooperation, which is important to determine where additional infrastructure is necessary (paragraph 26). Plans should set out the contributions expected from development, including affordable housing and other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure), without undermining the deliverability of the plan (paragraph 34).
- 2.3 The NPPF is supplemented by the planning practice guidance (PPG). The PPG provides further detail on how local planning authorities can demonstrate that plans are capable of delivering spatial objectives. Paragraph 059 sets out the importance of plans adopting a realistic perspective about what can be achieved, and when, which means paying attention to providing an adequate supply of land, identifying what infrastructure is required, and how this can be funded and delivered. A collaborative approach should be taken with infrastructure providers, service delivery organisations and other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters, to identify infrastructure deficits and requirements, and ways to address them. In doing so, local planning authorities will need to:
 - assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.
- 2.4 It is recommended that available evidence of infrastructure requirements is used to prepare an Infrastructure Funding Statement, which, “should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used”.
- 2.5 Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with guidance.
- 2.6 Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty, and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.” (paragraph 059 reference ID: 61-059-20190315).
- 2.7 The PPG also clarifies that, “infrastructure providers should, so far as possible, seek to plan for longer term infrastructure requirements set out within adopted plans and reflect

this in their funding and investment decisions. Any agreement between the authority and infrastructure provider can be used as evidence when trying to secure funding” (paragraph 060 reference ID: 61-060-20190315).

- 2.8 In addition to planning practice guidance, in November 2019 the Department for Education published non-statutory guidance¹ to help local authorities secure developer contributions for education so that housing developers contribute to the cost of providing the new school places required due to housing growth. Its recommendations are to be considered alongside the National Planning Practice Guidance on the evidence, policies and developer contributions required to support school provision.
- 2.9 In the Planning for the Future White Paper², the government proposes to replace the existing system of developer contributions with a new, consolidated Infrastructure Levy. The Levy would capture a proportion of land value uplift associated with housing development, and use this to fund affordable housing and infrastructure. The proposal is to have a mandatory, nationally-set rate or area-specific rates, with the current system of planning obligations under Section 106 abolished. This would provide greater certainty for communities and developers about the level of developer contributions expected alongside new development. The Government is currently considering responses to the consultation on Planning for the Future, and decisions on how to take the Infrastructure Levy forward are subject to this consideration. The outcome will be taken into account once the Government publishes its intentions.

Sub-Regional Context

- 2.10 The 2018 IDP sets out the sub-regional stakeholders who play a central role in determining local economic priorities and investment to drive economic growth and improve infrastructure, such as Enterprise M3 Local Enterprise Partnership.
- 2.11 Transport for the South East (TfSE) was established in 2017 as a shadow sub-national transport body covering 16 transport authorities and five LEP areas. Its role is to strategically influence future investment in road and rail in the south east, with the aim of unlocking the potential for growth where lack of transport infrastructure has been a barrier to sustainable development. In June 2020 TfSE published its thirty-year Transport Strategy, proposing a shift away from the current focus on planning for vehicles to one based on providing for people and places. Instead of expanding the network to address congestion, the approach would see increased investment in public transport alternatives, developing integrated land use planning policies, adopting emerging transport technologies, and adopting demand management policies.
- 2.12 To deliver the Transport Strategy, a number of corridor studies are planned. These will be used to identify interventions on the transport network leading to the development by April 2022 of a Strategic Investment Plan (SIP), which will set transport infrastructure investment across the South East up to 2050. Woking Borough is included within two of the planned corridor study areas:
- Inner Orbital area – includes the M25, plus Heathrow Airport;
 - South West radial – incorporates the M4, M3 and A3, as well as parts of the Great Western Railway.

¹ DfE (November 2019) ‘Securing developer contributions for education’:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

² MHCLG (August 2020) ‘Planning for the Future’ White Paper:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/958420/MHCLG-Planning-Consultation.pdf

- 2.13 The Inner Orbital Study is timetabled to report at the end of 2021. The South West Study start date is April 2021, subject to further funding being confirmed from DfT by March 2021.
- 2.14 In October 2020, the Transport Secretary announced that TfSE would not be granted its request for statutory status or the transfer of powers at this time.
- 2.15 Surrey County Council (SCC) are also responsible for the delivery of significant elements of infrastructure in its role as local highway authority, lead local flood authority, education authority, waste disposal authority and in the provision of libraries and social care.
- 2.16 The previous IDP referred to and was informed by Surrey's Infrastructure Study 2017, which demonstrated the sheer scale of the challenge of providing and critically, funding, infrastructure to support growth which is sustainable. The Study indicated that delivering the necessary infrastructure to support growth planned in Surrey to 2031 was estimated to cost at least £5.51 billion, with only £3.04 billion of potential funding identified.
- 2.17 SCC is reviewing the Infrastructure Plan to establish a framework for the prioritisation of infrastructure with innovative approaches to funding and financing. The Infrastructure Plan will prioritise projects in the county over the short, medium and long term to support 'good growth', as defined in Surrey's 2050 Place Ambition. It is hoped that the plan will help attract funding and deliver infrastructure more effectively. The first 'baseline report' stage has been completed, and the next stage will see the development of a 'Prioritisation Framework' to review schemes consistently and assess their deliverability. The initial programme will likely focus more on schemes from the Transport infrastructure category, given the obvious link to delivering district and boroughs' Local Plans. An initial sieve of projects selected for consideration within and surrounding Woking include:
- A245 Smarter Highway – West Byfleet to Painshill
 - A322 Smarter Highway – M3 Junction Improvements
 - A322 Smarter Highway – West End to Knaphill
 - Bisley Bridge replacement
 - Hermitage Road Cycle Bridge
 - Low Carbon Connections: Chertsey, Addlestone, St Peter's Hospital & A320 Corridor
 - Railway Station Hubs & Access (Woking & Elmbridge)
 - Six Crossroads Junction Smarter Highway
 - Woking Sustainable Transport Package, Phase 2
 - Woking Town Local Cycling and Walking Infrastructure Plan Delivery – Phase 1
- 2.18 Woking Borough Council will engage with SCC to feed into their review before a shortlist of individual schemes is agreed, and Outline Business Cases are then developed, with funding identified as necessary. New schemes may be added to the long list as they are identified. The final stage will be developing the revised Surrey Infrastructure Plan itself, setting out projects that can be delivered and an indication of potential funding sources and financing options, including those of utilities, social and economic infrastructure, green and blue infrastructure and transport.

Woking Context

- 2.19 Woking Borough Council is preparing a series of Local Development Documents (LDDs) which make up the 'Woking 2027' Development Plan, to guide planning and

development in the Borough until 2027. A key component of the LDDs is the Core Strategy, adopted in October 2012 and reviewed in October 2018.

- 2.20 The Core Strategy identifies the level and broad distribution of housing and employment provision in the Borough. It makes provision for the delivery of 4,964 net additional dwellings, 28,000sqm of additional office floorspace, 20,000sqm of warehouse floorspace, and 93,600sqm of retail floorspace for the period between 2010 and 2027. A Travellers Accommodation Assessment also identifies a need for 19 pitches to be provided between 2017 and 2027.
- 2.21 The Council is currently producing a Site Allocations Development Plan Document (SA DPD) which identifies land and allocates specific sites to enable the delivery of development identified in the Core Strategy. The DPD is undergoing independent Examination. The Council is waiting for the Inspector's Final Report.
- 2.22 This section provides an overview of proposed housing and employment growth, which the infrastructure projects in the IDP would help support.
- 2.23 A summary of policies for transport and planning obligations which have relevance to infrastructure provision in Woking, are also included.

Housing Requirement and Allocations

- 2.24 The housing requirement for the period 2010 to 2027 equates to 4,964 net additional dwellings, or 292 dwellings per year.
- 2.25 The Council's development monitoring records indicate delivery to date of 2,668 homes, between 1 April 2010 and 31 March 2020. Sites allocated in the draft SA DPD for 10 dwellings or more are listed in Table 1 below. The SA DPD therefore identifies sufficient Urban Area and Green Belt land to meet the residual housing requirement of the Core Strategy period, plus additional land to compensate for non-implementation, and land to meet longer-term development needs beyond the plan period which will only be released for development through a review of the either the Core Strategy and/or the Site Allocations DPD (the sites where land is safeguarded beyond 2027 have not been included in Table 1 as their yields are yet to be determined).

Urban Area Site Reference ³	Site name	Proposals Map Location (and Ward)	Indicative no. of dwellings (net gain)	Timescale
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet Local Centre (Byfleet and West Byfleet)	12	2025-2026
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	Woking Town Centre (Canalside)	50	2023-2024
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Woking Town Centre (Canalside)	14	2022-2023
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Woking Town Centre (Canalside)	149	2025-2026
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Woking Town Centre (Canalside)	94	2021-2022

³ Site references relate to those of the 'Main Modifications' consultation document, available here: <https://www.woking2027.info/allocations/sadpdxam/mmconsultation/mmschedule.pdf>

UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Woking Town Centre (Canalside)	50	2025-2026
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Woking Town Centre (Canalside)	43	2023-2024
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	Woking Town Centre (St John's)	55	2026-2027
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Woking Town Centre (Canalside)	55	2026-2027
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Woking Town Centre (Canalside)	125	2026-2027
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Woking Town Centre (Canalside)	67	2022-2023
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	St John's East Urban Area (Horsell)	67	2026-2027
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Barnsbury Urban Area (Heathlands)	55	2026-2027
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Barnsbury Urban Area (Heathlands)	12	2026-2027
UA22	Ian Allan Motors, 63-65 High Street, Old Woking GU22 9LN	Old Woking Urban Area (Hoe Valley)	24	2023-2024
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Kingfield Local Centre (Hoe Valley)	10	2026-2027
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Sheerwater Urban Area and Local Centre (Canalside)	570	2025-2026
UA25	101-121 Chertsey Road, Woking, GU21 5BW	Woking Town Centre (Canalside)	104	2025-2026
UA28	29-31 Walton Road, Woking, GU21 5DL	Walton Road Neighbourhood Centre (Canalside)	10	2021-2022
UA29	95-105 Maybury Road, GU21 5JL	Maybury Urban Area (Canalside)	61	2026-2027
UA30	Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Maybury Urban Area (Canalside)	21	2025-2026
UA31	Car Park (east), Oriental Road, Woking, GU22 8BD	Woking Town Centre (Mount Hermon)	250	2024-2027
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Woking Town Centre (Mount Hermon)	88	2026-2027
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Woking Town Centre (Mount Hermon)	100	2025-2026
UA35	The Crescent, Heathside Crescent, Woking, GU22 7AG	Woking Town Centre (Mount Hermon)	10	2024-2025
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Woking Town Centre (Mount Hermon)	10	2023-2024

UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns Local Centre (St John's)	11	2025-2026
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet District Centre (Byfleet & West Byfleet)	12	2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet District Centre (Byfleet & West Byfleet)	208	2024-2025
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	West Byfleet Urban Area (Byfleet & West Byfleet)	28	2025-2027
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	Kingfield Urban Area (Hoe Valley)	93	Up to 2027
Green Belt Site Reference	Site address	Location	Indicative Yield	Anticipated rate of delivery
GB1	Land south of Brookwood Lye Road, Brookwood GU24 0EZ	Brookwood (Heathlands)	93	2022-2024
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Brookwood (Heathlands)	6 Traveller pitches and 1 transit site	2020-2021
GB7	Nursery land adjacent to Egley Road, Mayford GU22 0PL	Mayford (Heathlands)	118	2023-2025
GB9	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet (Byfleet & West Byfleet)	555	2022-2027
GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet (Byfleet & West Byfleet)	15 Traveller pitches	2022-2027
GB10	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet (Byfleet & West Byfleet)	268	2020-2023
SA1	Stable Yard, Guildford Road	Pyle Hill (Heathlands)	1 Traveller Pitch	2020-2021
SA1	Land to the South of Gabriel Cottage, Blanchards Hill	Jacob's Well (Heathlands)	1 Traveller Pitch	2021-2022

Table 1: Sites allocated in the draft Site Allocations DPD for housing, and indicative yields (as at January 2021)

2.26 The 2018 IDP supported the preparation of policies in the draft SA DPD by assessing any infrastructure needs associated with the proposed spatial distribution of development at specific, allocated sites. Table 2 below indicates the spatial distribution of residential development proposed in the SA DPD, by area.

Location	Residential units (net)⁴
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264
Rest of Canalside (including Sheerwater)	662
Byfleet and West Byfleet	1,098
Goldsworth Park	0
Heathlands	286
Hoe Valley	127

⁴ Indicative figures. Includes Traveller Pitches and C2 Units

Horsell	67
Knaphill	0
Mount Hermon (not including Town Centre)	0
Pyrford	0
St John's	11
Total	3,515

Table 2: Spatial distribution of residential development, in accordance with the draft Site Allocations DPD

- 2.27 As well as allocating land for infrastructure necessary to support the growth envisaged in the Core Strategy (e.g. for SANG, transport, community and cultural facilities), a number of key requirements within the site allocation policies stipulate the provision of additional site-specific infrastructure to support development; and also to secure CIL contributions to fund priority infrastructure projects as identified in the annual Infrastructure Funding Statement.
- 2.28 For example, key requirements reiterate the need to produce a Transport Assessment to identify traffic impacts of development, and any appropriate mitigation measures; or to produce wastewater assessments on sites where wastewater capacity has been identified to be a potential issue. Policy CS16: *Infrastructure delivery* of the Core Strategy stipulates that new development provides the necessary infrastructure on site required for the development to be acceptable. These site specific infrastructure requirements will be identified through the development management process when proposals come forward for determination.

Employment Requirement and Allocations

- 2.29 The Core Strategy makes provision for the delivery of 26,000sqm of office floorspace, 20,000sqm of warehousing floorspace and 93,900sqm of additional retail floorspace between 2010 and 2027. Future retail development is mainly accommodated within Woking Town Centre, West Byfleet District Centre and to a limited degree the local centres; future office development can be accommodated within Woking Town Centre and to a limited degree West Byfleet District Centre, as well as the Butts Road/Poole Road employment areas and areas adjacent to the town centre boundary. Existing employment areas can meet projected need and are capable of accommodating future requirements for industrial/warehousing space.
- 2.30 This spatial strategy is reflected in the draft SA DPD, which allocates the sites shown in Table 3 below for employment use, predominantly in the main centres and existing employment areas. Several of these sites are allocated for mixed uses, to include residential development and in some instances infrastructure uses, including transport improvements and community facilities.

Urban Area Site Reference ⁵	Site name	Location	Employment floorspace (net sqm)	Timescale
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	Woking Town Centre	4000 (Office)	2022-2024
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Woking Town Centre	1000 (Office)	2022-2023

⁵ Site references relate to those of the 'Main Modifications' consultation document, available here: <https://www.woking2027.info/allocations/sadpdxam/mmconsultation/mmschedule.pdf>

UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Woking Town Centre	1600 (Office) plus retail floorspace	Up to 2027
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Woking Town Centre	1000 (Office)	2020-2022
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Woking Town Centre	400 (Office) plus retail floorspace	2025-2026
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	Woking Town Centre	Re-provide existing office	2025-2027
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	Woking Town Centre	16719 (Office)	Up to 2027
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Woking Town Centre	1200 (Office) plus retail floorspace	2024-2027
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Woking Town Centre	900 (Office)	Up to 2027
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Woking Town Centre	1500 (Office) plus retail floorspace	2024-2027
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	St John's East Urban Area	40742 (Office / warehousing)	Up to 2027
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Woking Town Centre	Re-provide existing office	2022-2023
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Woking Town Centre	740 (Office)	Up to 2027
UA17	Griffin House, West Street, Woking, GU21 6BS	Woking Town Centre	1000 (Office)	Up to 2027
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	Woking Town Centre	800 (Office)	Up to 2027
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Kingfield Local Centre	Retail floorspace	2025-2027
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Sheerwater Urban Area (includes Local Centre)	Retail floorspace	2019-2026
UA25	101-121 Chertsey Road, Woking, GU21 5BW	Woking Town Centre	Re-provide existing office	2020-2026
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Sheerwater Urban Area	6000 (Industrial / warehousing / office)	Up to 2027
UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Maybury Urban Area	3600 (Industrial / warehousing)	Up to 2027
UA29	95-105 Maybury Road, GU21 5JL	Maybury Urban Area	Office / other employment use	Up to 2027
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Woking Town Centre	1000 (Office)	Up to 2027
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Woking Town Centre	Office floorspace	2023-2024
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	West Byfleet Urban Area	10000 (Industrial)	Up to 2027

UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet District Centre	181 (Retail)	2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet District Centre	Re-provide existing office plus retail floorspace	2022-2025
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	Kingfield Urban Area	Retail floorspace	Up to 2027
Green Belt Site Reference	Site address	Location	Employment floorspace (net sqm)	Anticipated rate of delivery
GB10	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet	Office and research floorspace	2020-2023

Table 3: Sites allocated for employment uses in the draft Site Allocations DPD

2.31 The latest Employment and Retail Topic Papers⁶ show there is adequate capacity to provide for the remaining employment and retail requirements of the Core Strategy, predominantly through increasing the density of development, facilitated by transport improvements. Site allocation policy UA27, Monument Way West Industrial Estate, identifies the need for improvements to transport infrastructure in the form of a fourth arm to the Sheerwater link road; and site allocation policy UA7 allocates land for significant transport improvements to the railway infrastructure, bus service and road network. Significant transport improvements, as well as additional retail floorspace, will also be delivered on unallocated sites via the Housing Infrastructure Funding proposals.

Transport Policy

2.32 Policy CS18: *Transport and accessibility* sets out Woking Borough Council's proposals to deliver a well-connected and integrated transport network to support the sustainable functioning and development of the Borough. In summary, the policy focuses on the following:

- Working with key stakeholders to deliver the Surrey Local Transport Plan vision and objectives;
- Locating most new development in the main urban centres to minimise the need to travel;
- Requiring Transport Assessments and Travel Plans for relevant development proposals to assess the impacts of development, identify appropriate mitigation measures and how travel needs of occupiers will be managed sustainably;
- Advocating provision for cycling, walking and public transport development;
- Ensuring appropriate parking standards are met;
- Ensuring any transport infrastructure changes, or increase in road vehicle usage, will not have adverse impacts on the integrity of designated conservation sites;
- Safeguarding land in the SA DPD to deliver schemes that are adopted by the County Council to support the Core Strategy.

2.33 In accordance with policy CS1: *A spatial strategy for Woking*, the SA DPD allocates most new development to the main centres. Around 58% of the number of sites allocated are either partly or wholly within a town, district or local centre, where access to key services

⁶ Woking Borough Council Retail Topic Paper, November 2019, is available here: <https://www.woking2027.info/ldfresearch/retailtopicpaper.pdf>; Woking Borough Council Employment Floorspace Topic Paper, October 2018, is available here: <https://www.woking2027.info/ldfresearch/emptopic.pdf>

and facilities is relatively good, thereby reducing the need to travel and providing access to public transport to provide a wider choice of transport modes. Where appropriate, key requirements have been included in site allocation policies to ensure transport requirements are addressed as part of the development management process. These key requirements have been informed by a range of transport studies⁷, which identify impacts of development and potential mitigation at these locations.

2.34 Additionally, sites have been allocated to improve sustainable transport modes in the Borough. Both specific site allocations and key requirements included within the SA DPD policies seek to:

- Deliver an improved public transport interchange at Woking station (site allocation policy UA7), scheduled for delivery between 2022 and 2027, with a proposed railway flyover. The latter is included, subject to funding, in Network Rail's 'Route Strategic Plan: Wessex Route 2019 to 2027' (update provided below);
- Deliver potential mitigation measures along key transport corridors in the Borough that will be impacted by development proposals. A number of mitigation measures have been identified for the A320 corridor, and the SA DPD allocates the Six Crossroads roundabout (policy GB6) for essential improvements. In order to address potential transport effects of the allocations in Byfleet and West Byfleet, mitigation measures have been identified along the A245 corridor. Transport improvement schemes along each of these corridors are identified on the Infrastructure Funding Statement to attract CIL funding;
- Secure developer contributions via CIL and S106 agreements to deliver borough-wide and site-specific mitigation measures to support development proposals;
- Require developers to submit Travel Plans with proposals, to ensure car use by future occupiers is minimised;
- Require developers to submit Transport Assessments with proposals to identify the impacts of development proposals on the transport network and put forward measures to enhance sustainable modes of travel.

2.35 The Council continues to actively work with a range of stakeholders, including neighbouring boroughs, Surrey County Council, Highways England, Network Rail and the Local Enterprise Partnership to ensure that strategies and investments for supporting sustainable transport and development patterns are aligned. This engagement has been reinforced during the preparation of this IDP update.

Infrastructure Policy

2.36 Policy CS16: *Infrastructure delivery* of the Core Strategy sets out the framework for collecting financial contributions from developers to support improvements to infrastructure services and facilities that are required as a result of development. Paragraph 6.8 of the Core Strategy explains how development has impacts and it is only fair that developers, in addition to the public sector, make a contribution towards mitigating the impact of their development. Developers will be required to contribute towards the provision of facilities, services and infrastructure to make a scheme acceptable in planning terms before planning approval is granted.

2.37 Policy CS16 also sets out the Council's intention to introduce the Community Infrastructure Levy (CIL) in order to secure contributions from new development to pay for essential infrastructure. CIL was adopted and came into effect from 1 April 2015 as the primary means of securing developer contributions towards infrastructure provision.

⁷ Transport studies include the A320 Corridor Study; Transport infrastructure mitigation measures for A245; the Woking Town Centre Microsimulation Model, and the Green Belt Boundary Review Sensitivity Test, all available on the Research and Evidence Base webpage: <https://www.woking2027.info/ldfresearch>

Infrastructure which can be funded by the levy includes schools, transport, flood defences, hospitals, community facilities and other health and social care facilities. The definition allows the levy to be used to fund a broad range of facilities such as play areas, parks and cultural and sports facilities. The levy can be spent on the provision, improvement, replacement, operation or maintenance of infrastructure. It can be used to increase the capacity of existing infrastructure or to repair failing infrastructure if that is necessary to support development, but it cannot be used to fund solutions to existing problems i.e. traffic calming/management.

- 2.38 A CIL Charging Schedule⁸ sets out the levy rates for the Borough, and identifies key infrastructure priorities to enable the delivery of strategic infrastructure and facilitate the delivery of planned development. A CIL Funding Gap Topic Paper identified four key infrastructure priorities that CIL money would be used to deliver, including education, transport and highways, leisure and recreation and Suitable Alternative Natural Greenspace (SANG) infrastructure. The Council aims to ensure that critical infrastructure is delivered in the first instance i.e. infrastructure without which development could not take place. In Woking, this is the mitigation required to protect the Thames Basin Heaths SPA – future improvements to green areas to deliver SANG.
- 2.39 The Charging Schedule emphasises that there are other types of essential infrastructure that are also needed, which the Council will work with infrastructure providers to deliver to support development, including drainage, flood alleviation, health, community facilities and indoor sports. Updates to the IDP continue to identify these needs. However, the total cost of the identified four priority infrastructure types is already significantly more than what can be realistically secured by CIL based on evidence of viability.
- 2.40 The Charging Schedule therefore seeks alternative sources of funding towards infrastructure provision, to complement CIL contributions. CIL is not intended to replace mainstream funding from public sector sources, but rather to reduce the gap between the cost of providing the required infrastructure to support a growing population and the amount of money available from other sources. The Council, along with other service providers and partners such as Surrey County Council and the Local Enterprise Partnership, will continue to explore other forms of available funding to complement developer contributions.
- 2.41 IDP updates, including this one have identified other sources of funding to include:
- Central government funding and grants;
 - Local Enterprise Partnership (LEP) funding;
 - Capital funds identified by the Borough and/or County Council;
 - Long-term strategic delivery plans, such as the Local Transport Plan;
 - Financial forward plans of delivery agencies;
 - Specific evidence provided by delivery agencies, such as Surrey County Council on spending plans; and
 - Funding identified by local area committees.
- 2.42 Planning obligations will continue to operate alongside CIL, but will be scaled back to site specific matters in order to mitigate the impacts of a development proposal. This can be via a planning agreement entered into under section 106 of the Town and Country Planning Act 1990 (S106 agreement) by a person with an interests in the land and the local planning authority; or via a unilateral undertaking entered into by a person with an interested in the land without the local planning authority. Section 278

⁸ The CIL Charging Schedule is available at:
<https://www.woking2027.info/infrastructure/httpwwwoking2027infoinfrastructurechargingschedule>

Agreements can be completed between the developer and highway authority (Surrey County Council) where development requires work to be carried out on the existing adopted highway.

- 2.43 Pooling restrictions have recently been removed by amended CIL Regulations, allowing local authorities to use five or more S106 contributions to fund a single infrastructure project. However, any S106 obligations for infrastructure projects will need to meet the statutory tests in regulation 122 of the CIL Regulations (as amended), and be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 2.44 The Council may require developments to deliver infrastructure via planning conditions rather than planning obligations. This could be for infrastructure such as sustainable drainage systems (SuDS), flood mitigation measures, other green infrastructure improvements and/or public art. Planning conditions can also be used to prohibit the occupation of the development or it commencing until supporting infrastructure has been provided (Grampian conditions).
- 2.45 Some infrastructure, such as utility services, will continue to be delivered by the private sector and it is not the role of the IDP to set out mechanisms to secure funding. Developers may need to contribute directly to the private sector utility companies for connections or reinforcements to the network, but this is not the responsibility of the Council. The IDP does however set out infrastructure schemes identified by utility providers to meet development needs.
- 2.46 There will also be publicly funded infrastructure where the Borough or County Councils are not responsible for their delivery. In these circumstances, the Borough Council may agree S106 contributions or apply CIL towards these types of infrastructure, but delivery will be the responsibility of other organisations, such as NHS England or Highways England.
- 2.47 The four infrastructure priorities were initially set out in a 'Regulation 123 List', but this has now been replaced with an Infrastructure Funding Statement (IFS) (from 31 December 2020), in accordance with amended CIL Regulations. The Statement should identify infrastructure needs, the total cost of this infrastructure, anticipated funding from developer contributions, and the choices the authority has made about how these contributions will be used. This latest IDP update will therefore guide the content of future iterations of the IFS, which is published by 31 December of each year.
- 2.48 In addition to understanding the infrastructure needs to support planned growth, it will also be important to understand the phasing of growth and what impact this may have on the need for phased funding and delivery of infrastructure. The draft Site Allocations DPD includes an indicative housing trajectory which is an important step towards understanding when sites are expected to come forward and the impact of this on infrastructure delivery.

3. Schedule of Infrastructure Delivery Requirements

EDUCATION INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Early years							
Additional provision for c.127 early years places in Canalside, Horsell, Mount Hermon and Pyrford ward cluster, in part to be met by new nursery provision on land within Sheerwater Priority Place (site UA24)	Remainder of Core Strategy period (to 2027)	E	SCC, Private sector	c. £1.2m at £9,615 per early years place (SCC Developer Contribution Guide)	Private capital / S106 / CIL	c.£576,900	Sheerwater regeneration scheme includes provision for a new nursery as part of the community hub (planning approval secured). WBC and SCC collaborating to define specification for nursery provision, and determine its capacity. Phased completions to Spring 2025.
Additional provision for c.51 early years places in Byfleet and West Byfleet ward cluster.	Remainder of Core Strategy period (to 2027)	E	SCC, Private sector	c. £490,365 at £9,615 per early years place (SCC Developer Contribution Guide)	Private capital / S106 / CIL	c.£490,365	
Primary schools							
Provision of up to c.760 primary school places at existing schools. Specific expansions of schools in areas of high demand to be determined – monitoring is ongoing.	Remainder of Core Strategy period (to 2027)	E	SCC, School Academies/Trusts and DfE	c.£10.5m at £13,728 per pupil place (SCC Developer Contribution Guide)	DfE / SCC capital funding / School Academies/Trusts / CIL / S106	Dependent upon sufficiency of existing infrastructure	Refer to SCC Developer Contributions Guide for yield factors and costs per place. Sheerwater regeneration scheme includes provision for 290sqm of additional classroom floorspace at Broadmere Primary School

							(outline planning approval secured).
Additional primary places via temporary / permanent expansion at: Broadmere, Byfleet, Beaufort, Westfield, Sythwood, West Byfleet Infant and Junior, New Monument, Pyrford, Goldsworth, The Marist and St Dunstan's Primary Schools.	<i>COMPLETED 2013-2019</i>	E					1590 permanent school places provided across 10 schools since 2012.
Expansion of Greenfield School through relocation to new site and expansion plans to become a 2FE school with up to 394 places for YR to Y6.	Commenced operation at new site September 2019. Expansion plans due to complete 2021.	P	Greenfield School, WBC	c.£21m	Greenfield School capital funds, WBC Investment Programme	None	Planning approval secured for additional classrooms and facilities to expand capacity of the school by c.200 places since September 2018.
Secondary schools							
Provision of up to c.546 secondary school places at existing schools. Specific expansions of schools in areas of high demand to be determined (potentially temporary).	Remainder of Core Strategy period (to 2027)	E	SCC, School Academies/Trusts and DfE	c.£11.3m at £20,685 per pupil place	DfE / SCC capital funding / School Academies/Trusts / CIL / S106	Dependent upon sufficiency of existing infrastructure	Refer to SCC Developer Contributions Guide for yield factors and costs per place.
New secondary school on land at Egley Road as a 4FE school (600 places)	<i>COMPLETED SEPTEMBER 2019</i>	E					Hoe Valley School opened on its new site in September 2018, with capacity for 600 pupils. The school increased its PAN from 120 to 150 in September 2020 to help meet increased demand.
Additional 600 secondary places via permanent expansion at St John the Baptist and Bishop David Brown Schools	<i>COMPLETED 2016-2018</i>	E					BDB expanded from 150 to 180 places per year from 2016. SJB increased from 180 to 240 places per year from 2018.

Post-16 / Further education							
Expansion of Woking College by 4 temporary and 8 permanent classrooms and outdoor sports facilities, plus off-site facilities at Old Woking Community College, to meet existing shortfall in provision to sufficiently accommodate 1400 pupils.	By August 2022	E	Woking College	Improvements and alterations to Old Woking Community Centre: c.£2.9m	DfE (ESFA) capital funding Woking College capital fund CIL / S106	Funding identified	Planning permission for on-site expansion secured March 2020. Contingent on securing ESFA capital funding and on securing necessary developer contributions.
Expansion of Woking College to accommodate 300 additional pupils through on-site reconfiguration or transfer to a new site.	By 2026/27	P	Woking College WBC SCC FE Commissioner	To be determined	ESFA capital funding College capital fund CIL / S106 Other sources tbc	To be determined	Transfer to a new site contingent on identification of suitable site and support from FE Commissioner.
New provision at Hoe Valley Sixth Form, offering 240 places across Y12-13.	Opens September 2023 (construction completed)	E	Hoe Valley Free School	Infrastructure delivered on site at Egley Road	Hoe Valley Free School	None	
Expansion of sixth form provision at existing secondary schools to be determined as development comes forward.	Remainder of Core Strategy period (to 2027)	E	SCC	£20,685 per pupil place	SCC capital funding CIL / S106	To be determined	
Specialist provision							
Expansion of Freemantles School via permanent accommodation to be provided on existing school site to become a 2FE, all-through ASD provision by 2028/29.	All-through 2FE by 2028/29	E	SCC	To be determined	SCC SEND Capital Programme	None to date	Expansion will provide 72 additional permanent places across Y7-14. New accommodation will be provided for 135 additional permanent places, formalising the current, temporary bulge classes moving through the school. SCC currently consulting on proposals (Spring 2021).

TRANSPORT INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Comprehensive Town Centre Schemes							
Woking Integrated Transport Project (Town Centre Package) - Phase 1: Improvements to Goldsworth Road and junction with Victoria Way - Phase 2: High Street to Broadway improvements - Phase 3: Victoria Way from Church Street West to Council Offices – creation of bus lane and new bust stop - Phase 4: Improved highway layout at Church Street West and junction with Victoria Way - Phase 5: Final highway improvements to connect above projects	Delivery underway – completion by Spring 2021	E	SCC	£29.5m	Enterprise M3 Local Enterprise Partnership (£11m); Woking Borough Council (borrowing); new development (£12.5m)	£17.25m	SCC Scheme ID WK1. Enhance traffic flow in the area and make it safer for pedestrians and cyclists. Majority of works in phases 1 to 3 completed as of December 2020.
Victoria Arch widening scheme to relieve congestion on A320 between Victoria Arch and Turnoak roundabout - highways improvements along Guildford Road to Constitution Hill including introduction of two-way carriageway, shared pedestrian/cycle paths that link town centre/railway station to Woking Park, and four new toucan crossings;	March 2024	E	SCC and WBC	£115m	HIF (£95m) Network Rail (£10m) WBC and Developer contributions (£10m)	£20m	HIF funding bid successful. Scheme is essential part of the Woking Flyover project (see separate scheme below). SCC Scheme ID CV1 and CV2.

- replacement and widening of bridge.							
<p>Woking Sustainable Transport Package Phase 1 to include among others:</p> <ul style="list-style-type: none"> - Bridge for walking and cycling adjacent to Lockfield Drive highway bridge over canal, and associated walking and cycling facilities to link this to Victoria Arch - Cycle route running north-south through town centre from Victoria Way/Chobham Road to the railway station - Quality Bus Corridors (Woking South and West Arriva routes 34/35 and 91) improvements – new bus stops and shelters, new Real Time Passenger Information, smarter ticketing technology and audio and visual next stop information on buses - Rail station entrance and improved rail-bus interchange to north of station to include enlarged station entrance, and improved waiting environment for passengers (see scheme below) 	January 2021 – May 2021 (Delivery underway)	E	SCC, WBC, LEP, Bus Operators	£4.4m (Phase 1)	LEP (£3m) WBC and Developer contributions (£1.4m) Bus operators	None	<p>SCC Scheme ID WK2, WK3, PT3, PT4, PPRN4 Local grant funding bid successful. Delivery underway.</p> <p>Aims to make walking and cycling between town centre and Goldsworth Park, St John and Knaphill areas by way of canal easier. Make cycling to the town centre and station attractive, easy and convenient, to grow rates of cycling. Provide legitimate alternative to cycling through Jubilee Square. Upgrade this section of National Cycle Route 223/ local Mars Route.</p>
Highway Schemes to Support Housing Growth (Strategic Road Network and other major roads)							
Redesign Brookwood Crossroads to improve junction capacity	2021-2027	E	SCC	c.£5m	LEP, CIL / Planning obligations	c.£5m	SCC Scheme ID HW1. Identification stage.
Six Crossroads roundabout modernisation and capacity improvements	2021-2027	E	SCC	c.6.9m	HIF, LEP, CIL	c.6.9m	SCC Scheme ID HW2. Identification stage.
Widen entries and exits and introduce a two-lane circulatory carriageway at Chertsey Road / Martyrs Lane roundabout	2021-2027	E	SCC	c.£1.1m	HIF, LEP, CIL	c.£1.1m	SCC Scheme ID HW3. Identification stage.

Introduce a dedicated northbound lane from Victoria Way onto A320 Chertsey Road at the roundabout junction of the two.	2021-2027	E	SCC	c.£1m	HIF, LEP, CIL	c.£1m	SCC Scheme ID HW4. Identification stage.
A245 Parvis Road junction with Camphill Road – junction improvement including upgrade of signal equipment to MOVA	2021-2027	E	SCC, WBC	c.£75k	DfT, LEP, CIL / Planning obligations	c.£75k	SCC Scheme ID HW5. Identification stage.
A245 from M25 bridge to Redhill Road, with A318 and B374 links to Brooklands: capacity improvements, including: - widening carriageway at Chertsey Road roundabout to allow two circulation lanes - keep clear markings at Brooklands Road roundabout	2021-2027	E	SCC, WBC	c.£0.5-1m c.£8k	DfT, LEP, CIL / Planning obligations	c.£0.5-1m c.£8k	SCC Scheme ID HW6. Identification stage.
A245 junction with B365 Seven Hills Road (in Elmbridge borough)	2024/25	E	Highways England	Costed as part of wider scheme	DfT Road Investment Strategy fund	None	Delivery incorporated into wider Highways England M25 Jn10/A3 Wisley interchange scheme.
Active Travel Schemes (as identified in Woking Local Cycling and Walking Infrastructure Plan)							
Improvements to Deimos Route – introduce new and integrate with/upgrade existing cycle facilities along Oriental Road linking Woking Station and Victoria Arch with Lion Retail Park, with complimentary pedestrian improvements	2021-2027	P	SCC	c.£1m	LEP, CIL	c.£1m	SCC Scheme ID AT1. Feasibility stage.
Improvements to Ceres Route – upgrade and complete the route linking Woking Station with West Byfleet Station through Sheerwater, via Maybury Rd / Walton Rd and Albert Drive, and potentially Madeira Road.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, CIL	To be determined	SCC Scheme ID AT2. Detailed design stage.
New bridge for walking and cycling adjacent to Hermitage	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID AT3.

Road highway bridge over Basingstoke Canal.							Scheme identification stage.
Assess Earth cycle route between Elm Bridge and Worplesdon Station to identify improvements required to existing facilities and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT4. Scheme identification stage.
Assess Miranda cycle route between West Byfleet District Centre and Maybury East Hill along Old Woking Road to identify improvements required to existing facilities and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT5. Scheme identification stage. Consider opportunities to enhance integration with the Mercury trail from West Byfleet to Byfleet along Parvis Road.
Assess Ariel cycling route between West Byfleet to/across the A3 at Wisley to identify how a cycle route can be established and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT6. Scheme identification stage. Consider possible integration with Venus trail, and use of Wey Navigation towpath and bridleways in the vicinity.
Assess Jupiter cycle route between Horsell and Chobham to identify how a cycle route can be established and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT7. Scheme identification stage.
Basingstoke Canal (Brookwood to West Byfleet) safety and environmental improvements to support walking into and around town.	2021-2027	P	SCC	£1m	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT8. Scheme identification stage. Cycle route is known as Saturn Trail.
Extend footway c.150m on east side of A320 Chertsey Road between the canal and Woodham Rise to connect with entrance to Horsell Common, and new crossing over A320.	2021-2027	P	SCC	£200k	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT9. Scheme identification stage.
Jupiter route – Horsell Quietways improvements to footpaths 16, 17, 18, 19, 19b	2021-2027	P	SCC	£200k	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT10. Scheme identification

and 411 to encourage walking trips between Woking and Horsell centres by chaining together a network of quiet streets and attractive paths.							stage. Linked to scheme AT7.
Cycle track along length of Lockfield Drive, replacing cycle lanes. Includes substantial junction remodelling at roundabouts and side roads.	2021-2027	P	SCC	£4,150,000	DfT Active Travel Fund, LEP, CIL	£4,150,000	SCC Scheme ID AT11. Scheme identification stage.
Audit, refresh and upgrade town's walking and cycling wayfinding.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID AT12. Scheme identification stage.
On-site and adjacent walking and cycling infrastructure improvements required to mitigate traffic impacts of development proposals at allocated sites to be determined at planning application stage.	2021-2027	E	SCC, Developers	To be Determined	Planning obligations	To be determined	Key requirements included in site allocation policies for submission of Transport Assessments to identify appropriate measures.
Passenger Transport Schemes (buses, trains, taxis, car clubs)							
Woking Area Capacity Enhancement, including: - Woking Flyover railway grade separation - Additional through platform to enable capacity for additional trains.	Develop options and secure funding by April 2024	E	Network Rail	>£100m	DfT Network Rail LEP	To be determined	SCC Scheme ID PT1 (in association with schemes CV1 and PT2). Dependent on delivery of Victoria Arch replacement and widening scheme. Inclusion in Wessex Route Strategic Plan for CP6 delivery.
Woking rail station and interchange improvements: - forecourt and interface improvements - redevelopment of south side of station including passenger ticketing, waiting facilities and information improvements - pedestrian bridge over railway - approach improvements	2021-2027	E	Network Rail	£2.7m (2015)	Network Rail LEP CIL / S106	£2.7m	SCC Scheme PT2 to improve access and ease interchange between transport modes. At feasibility stage.

Improved entrance and bus/rail interchange at north side of Woking rail station	2021-2027	E	SCC, WBC, Network Rail	To be determined	LEP, CIL / S106, WBC		SCC Scheme PT3. Detailed design stage.
Digital Railway – new traffic management technology where appropriate	Targeted deployment on network surrounding Woking to 2027 (CP6 to mid-CP7)	P	DfT Network Rail Wessex	To be determined	National Productivity Investment Fund	To be determined	Strategic Outline Business Case developed.
Quality Bus Corridor improvements to routes in east of the borough (Sheerwater and West Byfleet areas) to include upgraded and accessible bus stops, real-time passenger information roll-out, improved ticketing, remodelling of roadscape.	2021-2027	P	Bus operators, SCC, WBC	To be determined.	LEP, Bus operators, WBC, CIL / S106	To be determined.	SCC Scheme ID PT5. Identification stage.
Quality Bus Corridor improvements to routes in north of the borough along A320 corridor, to include upgraded and accessible bus stops, real-time passenger information roll-out, improved ticketing, remodelling of roadscape.	2021-2027	P	Bus operators, SCC, WBC	To be determined.	LEP, Bus operators, WBC, CIL / S106	To be determined.	SCC Scheme ID PT6. Identification stage.
Improved access to and from Woking railway station by all modes, including with express RailAir coach links, improvements to the station entrance and forecourt and public realm, and improved car and cycle parking.	2021-2027	P	Network Rail, SCC, WBC	To be determined	Train operator, Joint Committee, CIL / S106	To be determined.	SCC Scheme ID PT7. Identification stage.
Improved access to and from railway stations in West Byfleet (including its subway), Brookwood and Worplesdon by all modes, including improved bus integration, local cycle facilities and cycle parking, improved car parking and	2021-2027	P	Network Rail, SCC, WBC	To be determined	Train operator, Joint Committee, CIL / S106	To be determined.	SCC Scheme ID PT8, PT9, PT10. Identification stage.

improved access to the station on foot.							
On-site or adjacent bus infrastructure required to mitigate traffic impacts of development proposals at allocated sites, to be determined at planning application stage.	2021-2027	E	SCC, Developers	To be Determined	Planning obligations	To be determined	Key requirements included in site allocation policies for submission of Transport Assessments to identify appropriate measures.
Other Town Centre Schemes							
De-clutter street furniture on Chertsey Road between Town Centre and Horsell Common to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID WK4. Identification stage.
Remodel junction of a) A320 Chertsey Road and Boundary Road and b) Chertsey Road and Board School Road to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID WK5. Identification stage.
Modernise Chertsey Road east side footway between Stanley Road and Victoria Way roundabouts to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID WK6. Identification stage.
Modernise town centre component of Pluto cycle route.	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID WK7. Identification stage.
Other West Byfleet and Byfleet area schemes							
One-way system improvements, including pedestrian and cycle access to the station and improvements to the routing and stopping locations of buses in the district centre/railway station area.	2021-2027	E	SCC, WBC, Developers	c.£1-2m	CIL / S106	c.£1-2m	SCC Scheme ID WB1. Feasibility stage.
Other Maybury and Sheerwater area schemes							
Pedestrian crossing for St Dunstan's School on Oriental Road	2021-2027	P	SCC, WBC	£90k	LEP	£90k	SCC Scheme ID MS1. Identification stage.
Speed reduction measures on Oriental Road	2021-2027	P	SCC, WBC	£150k	LEP	£150k	SCC Scheme ID MS2. Identification stage.
Improved junction visibility for all road users at junction of Maybury Hill and Princess Road	2021-2027	P	SCC, WBC	£15k	LEP, CIL	£15k	SCC Scheme ID MS3. Identification stage.

Transport improvements in support of the Sheerwater Regeneration Project	2021-2027	E	SCC, WBC	To be determined	DfT Active Travel Fund, HIF, CIL, Planning obligations	To be determined	SCC Scheme ID MS4. Identification stage.
Improvements to walking and cycling routes in Maybury Estate: introducing cycle facility along College Rd/East Hill, traffic calming on local streets and footway improvements, investigate new walk and cycle connection under railway line linking Albert Drive to Alpha Road	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID MS5. Identification stage.
Enhanced pedestrian corridor along: - Maybury Road / Walton Road - Monument Road between canal and south side of Maybury Arch - Maybury Hill (improve footway condition)	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID MS6, MS7, MS8 (linked to scheme ID AT2). Identification stage.
Other Knapthill, St John's and Brookwood area schemes							
New cycle facilities linking Brookwood, including railway station, to Pirbright and to Bisley via A322.	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID KS1 and KS2. Identification stage.
Review options to improve air quality in Anchor Hill Air Quality Management Area, associated with four-way traffic junction and steep hill.	2021-2027	P	SCC, WBC	To be determined	SCC, WBC funding	To be determined	SCC Scheme ID KS3. Identification stage.
Improved pedestrian environment / modernise pedestrian facilities at: - (roundabout) junction of Goldsworth Road and Triggs Lane - Junction of Littlewick Road and Barrs Lane - Hermitage Roundabout - Junction of Bridge Barn Lane and Goldsworth Road	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID KS4 to KS14 inclusive. Identification stage.

<ul style="list-style-type: none"> - Silversmiths Way side road (improved crossing) - Footpath 68 linking Mount Hermon to Goldsworth Road Morrisons - Junction of Triggs Lane / College Lane (crossing facility) - Junctions of St Johns with Winnington Way (x2 jcts), St John's Rise and Martin Way (reduce crossing width) - Hermitage Rd / Barrack Path / Robin Hood Road / St John's Road junction and Kiln Bridge area (accessible crossing) - Raglan Rd / Inkerman Way / Victoria Rd junction (remodel to reduce speeds and improve sight lines) - Junction of Victoria Rd and Beechwood Rd, Knaphill (tighten corner radii to reduce crossing width) 							
<p>Improved cycling environment / modernise cycle facilities at:</p> <ul style="list-style-type: none"> - (roundabout) junction of Goldsworth Road and Triggs Lane - Hermitage Roundabout - Junction of Bridge Barn Lane and Goldsworth Road - enable safer cycling manoeuvres between Triggs Lane (southbound) and College Lane - Junctions of St Johns with Winnington Way (x2 jcts), St John's Rise and Martin Way (reduce crossing width) - Hermitage Rd / Barrack Path / Robin Hood Road / St John's Road junction and Kiln Bridge 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID KS4 to KS15 inclusive. Identification stage.

<p>area (towpath switches side – improve cycle options and connect towpath to Barrack Path low traffic street with LTN1/20 compliant cycle facility), and 'park and stride' cycle parking for St John's Village centre adjacent to towpath</p> <ul style="list-style-type: none"> - Raglan Rd / Inkerman Way / Victoria Rd junction (remodel to reduce speeds and improve sight lines) - Junction of Victoria Rd and Beechwood Rd, Knaphill (tighten corner radii to reduce crossing width) - Knaphill High Street and Anchor Crescent (additional cycle parking) 							
Other Horsell and Goldsworth Park schemes							
<p>Improved pedestrian environment / modernise pedestrian facilities at:</p> <ul style="list-style-type: none"> - Sythwood to Kestrel Way (redesign pedestrian link and introduce two-way cycle track) - From Harelands roundabout to Colliers Close, by way of Hallington Close - Along Chobham Road between Victoria Way and Woodham Road (modernise crossing arrangements) 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID HG1, HG2, HG3. Identification stage.
<p>Improved environment for shopping, walking and cycling in Horsell High Street, including kerbside restrictions and remove kerbside parking and loading</p>	2021-2027	P	SCC, WBC	£340k	DfT Active Travel Fund, LEP, CIL	£340k	SCC Scheme ID HG4. Identification stage.
<p>Europa Trail – Brewery Road cycle facilities:</p>	2021-2027	P	SCC, WBC	£240k	DfT Active Travel Fund, LEP, CIL	£240k	SCC Scheme ID HG5. Identification stage.

<ul style="list-style-type: none"> - Reduce traffic volumes and speeds on Brewery Road to enable cyclists to share carriageway with motor traffic - Remodel Brewery Road / Church Hill junction - Formalise turn from Brewery Road to Bedser Bridge - Raised tables and continuous crossings on Brewery Road 							
<p>Europa Trail – Horsell Moor option:</p> <ul style="list-style-type: none"> - direct cycles along existing quiet street Horsell Moor - new cycle track linking western end Horsell Moor to Kirby Rd - sign cyclists through residential streets in Kirby Rd area - remodel Bullbeggar Lane / Well Lane / Bury Lane junction to meet LTN 1/20 guidance 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID HG6. Identification stage.
Other Mayford and Old Woking area schemes							
<p>New cycling facilities:</p> <ul style="list-style-type: none"> - linking Worplesdon Station and existing Earth Route along A320 to Jacobs Well - linking southern end of Westfield Avenue to Westfield Common (street) via Westfield Road and/or by upgrading paths on Westfield Common (greenspace) (Mars Route / National Cycle Network Route 223) - along path linking Westfield Common (street) to Rosebank Cottages to make suitable for cyclists 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID MO1, MO8, MO9, MO10. Identification stage.

- linking southern end of White Rose Lane to Bridleway 63 (Venus Route)							
Modernise walking and cycling facilities at Turnoak Roundabout, which has wide, busy carriageways on arms that are difficult to walk across/cycle upon	2021-2027	P	SCC, WBC	£300k	DfT Active Travel Fund, LEP, CIL	£300k	SCC Scheme ID MO2. Identification stage.
Introduce a pedestrian crossing, possibly signal controlled, across A320 Guildford Road between Claremont Avenue and Brooklyn Road	2021-2017	P	SCC, WBC	£110k	HIF, DfT Active Travel Fund, LEP, CIL	£110k	SCC Scheme ID MO3. Feasibility stage.
Upgrade footways to meet modern accessibility standards on: - Heathsie Road, Park Road and Pembroke Road - White Rose Lane - Elmbridge Lane, Howards Road and Sundridge Road - Mount Hermon Road	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID MO4, MO5, MO6, MO7. Identification stage.
Introduce additional pedestrian crossing points/refuges across B380 Westfield Road in Westfield	2021-2027	P	SCC, WBC	£40k	LEP, CIL	£40k	SCC Scheme ID MO11. Identification stage.
A320 Egley Road / Guildford Road junction: anti-skid on A320 arms.	2021-2027	P	SCC, WBC	£20k	LEP, CIL	£20k	SCC Scheme ID MO12. Identification stage.

FLOOD ALLEVIATION AND SUSTAINABLE DRAINAGE INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Fluvial flooding infrastructure							

Hoe Valley Restoration Scheme (extension of defences)	By 2027	E	Environment Agency, WBC	£10m	WBC borrowing / reserves, EA GiA Fund	£10m	Exploring funding options, including a phased approach allowing smaller funding pots for specific phases, when they become available.
Old Woking Flood Alleviation and Environmental Enhancement Scheme	2022/23	E	Environment Agency, WBC	£10m	WBC borrowing/ reserves, EA GiA Fund	£10m	
Sutton Green flood alleviation scheme	COMPLETED 2021	E	Environment Agency, WBC	£150k – 234k (Oct2020)	EA GiA Fund	To be determined	
Byfleet flood alleviation scheme and environmental enhancements	Construction to commence 2022/23	E	Environment Agency	£12.6m (Jul2020)	EA GiA Fund, WBC borrowing / reserves	To be determined	Progress is continuing with this project. Regular project meetings with the EA are being held to develop a plan for the project. Outline Business Case completed 2020/21; detailed design by April 2022, Construction commence 2022/23
Horsell Common Flood Alleviation Scheme	2021/22	E	Surrey County Council	To be determined	SCC	None	New scheme identified and included in Schedule since 2018 IDP. Funding secured and delivery expected in Summer 2021.
Brookwood Farm SANG Flood Alleviation Scheme	Phase I by March 2021 Phase II by 2022	E	WBC	To be determined	SCC, Developer	To be determined	Flood risk modelling complete. Masterplanning and identification of funds underway.
Surface water flooding							
Works to Rive Ditch (Walton Terrace, Vale Farm Road)		E	Environment Agency, SCC, WBC	£60k	EA GiA Fund, SCC	None	
Rainwater Garden Pilot Project (Phase 1)	COMPLETED 2021	E	WBC	£50k	WBC borrowing / grants / partnership contributions	None	
Rainwater Garden Project (Phase 2)	2022/23	E	WBC	£200k	WBC borrowing / grants / partnership contributions	None	Raingarden opportunities in Rive Catchment identified on an ongoing basis depending on suitability of site.

Inclusion of sustainable drainage systems to serve new development (where assessed to be appropriate)	By 2027	E	Private developers	To be determined	Private developers	None	Infrastructure will be funded by developer for on-site provision. Sites located near historically flooded properties may also benefit from County/EA led flood mitigation scheme.
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PRIMARY HEALTHCARE INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Heathcot Medical Centre (Knaphill Surgery) - net additional 123sqm of floorspace to increase capacity by 5 FTE clinical staff for primary medical care, to accommodate growth in Brookwood area.	Remainder of Core Strategy period (to 2027)	E	GP Practice, WBC, CCG	To be determined	CCG and GP Practice	To be determined	Permission was granted in February 2018. Application under consideration to renew permission for a further 3 years.
c.633.47sqm healthcare floorspace required to meet Town Centre growth: - 127.32sqm acute healthcare floorspace - 61.25sqm mental healthcare floorspace - 91.91sqm intermediate healthcare floorspace - 133.76sqm GP & primary care healthcare floorspace	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£2,095,277	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St Peter's Hospital NHS Trust funding	To be determined	c.600sqm of medical floorspace is available as part of Victoria Square development. Exploring potential uses for healthcare services.
c.308.87sqm healthcare floorspace required to meet Sheerwater growth: - 75.06sqm acute healthcare floorspace	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£991,604	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St	To be determined	312sqm new medical floorspace will be available as part of Sheerwater Regeneration scheme. Exploring potential uses for healthcare services,

<ul style="list-style-type: none"> - 26.95sqm mental healthcare floorspace - 35.10sqm intermediate healthcare floorspace - 61.60sqm GP & primary care healthcare floorspace 					Peter's Hospital NHS Trust funding		including neonatal and post-natal maternity services, physiotherapy and mental health services, in addition to GP, dentist and pharmacy services.
c.490.85sqm healthcare floorspace required to meet West Byfleet growth: <ul style="list-style-type: none"> - 127.03sqm acute healthcare floorspace - 38.71sqm mental healthcare floorspace - 48.88sqm intermediate healthcare floorspace - 100.32sqm GP & primary care healthcare floorspace 	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£1,563,068	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St Peter's Hospital NHS Trust funding	To be determined	

SOCIAL AND COMMUNITY INFRASTRUCTURE

Project and Location	Delivery Requirement		Lead delivery organisation	Estimated cost	Funding sources	Funding Gap	Other comments
	Timing	Critical/ Essential/ Preferred					
Supported accommodation							
Provision of new Extra Care Sheltered Housing scheme in east of Borough	COMPLETION OCT 2021	E	WBC	£17m	Homes England grant, Council borrowing	None	Hale End Court in Old Woking – 48 units to be completed in October 2021, of which 12 will be for tenants needing care.
Provision of additional extra care housing and sheltered housing	To 2027	E	SCC, WBC, private investment	To be determined	Grants, SCC, private investment	To be determined	Contingent on identification of suitable sites and providers. Extra care housing is regarded by SCC as being in greatest shortage. Sheerwater Regeneration Scheme – 117 net additional sheltered/supported living units planned for delivery by April 2023. 196 extra care

							units (Class C2) approved at land at Station Approach, West Byfleet – under construction.
Provision of additional care home units	To 2027	E	SCC, WBC, private investment	To be determined	Grants, SCC, private investment	To be determined	SCC Commissioning Statement indicates c.127 beds needed by 2025. As at 1 April 2019, supply includes an 80-bed care home at the Broadoaks site, West Byfleet.
Provision of specialist accommodation for vulnerable young people	To 2027	E	WBC	To be determined	Grants, SCC, private investment	To be determined	New premises for York Road Project required.
Provision of additional supported independent living accommodation for those with learning disabilities and/or autism	To 2027	E	SCC, WBC, Private developers	£1.9m for feasibility study	SCC capital fund, private capital	Future stages to be determined	In 2021, four sites in the county have been identified by SCC to deliver c.85 units of new supported independent living accommodation to meet needs, one of which is in Woking. Project at feasibility stage to develop a business case for each scheme. The site locations are commercially sensitive at this time.
Provision of 'move on' accommodation for those with support needs	To 2027	E	SCC, WBC	To be determined	Grants, SCC, private investment	To be determined	Affected by Covid-19 pandemic response. Funding secured for move-on accommodation to support rough sleepers, and WBC is committed to continue to provide support. Council to undertake a strategic review of temporary accommodation portfolio to identify future development opportunities.
Community facilities							
Development of youth activities within the Borough's existing	To 2027	P	WBC, SCC	N/a	N/a	N/a	Future priorities are to work with SCC to make best use of existing youth centres

youth and community centres							(WYAC and Sheerwater Youth Centre); and support future community delivery opportunities via Centres for the Community (including replacement Sheerwater infrastructure – see entry below).
Development of a Community Facility Hub in Sheerwater	April 2023	P	SCC, WBC, NWS ICP, Local stakeholders	To be determined	Developer contributions	To be determined	Work on yellow phase to commence later in 2021, which will contain the 'community campus'. Needs assessment underway. Parkview and health centre will not be demolished until the new facilities are built.
Re-provision of Centre for Community in Byfleet	<i>REVISED PROJECT COMPLETED – AUTUMN 2020</i>	P	WBC		WBC, TBC		New community-led approach to refurbishment of St Mary's Centre has been adopted in response to the pandemic and associated income challenges. New Art Café and outdoor space, salon and halls completed in Autumn 2020.
Expansion and improvements to the Borough's other Centres for the Community – The Vyne, Moorcroft, Parkview	To 2027	P	WBC in partnership with local community groups	To be determined	WBC Investment Programme	To be determined	Community-led approach to refurbishment of Moorcroft Centre using community innovation, due to income challenges as a result of the pandemic. Modernisation of the centre, including new Haven café and outside space was completed end of 2020. Parkview: plans to redevelop community infrastructure will form part of wider Sheerwater Regeneration work. Vyne: a busy centre which has also been recently modernised. No additional

							infrastructure enhancements identified at this stage.
<i>NEW ITEM:</i> New non-faith community facility in West Byfleet	To 2027	P	West Byfleet Neighbourhood Forum, WBC	To be determined	Neighbourhood CIL, SCC community grants, other sources tbc.	To be determined	Due to scale of growth planned in West Byfleet, the Neighbourhood Forum have identified a need for a new community facility. Dependent on identification of available land and sources of revenue funding.
<i>NEW ITEM:</i> Enhancements to The Maybury Centre	To 2027	P	WBC, Maybury Centre Trust	To be determined	Community grants, other sources tbc.	To be determined	Potential for refurbishment to help the centre remain sustainable, subject to the identification of funding.
Upgrade of other existing community facilities	To 2027	P	WBC, Neighbourhood Forums	To be determined	Community Fund, CIL, S106	To be determined	To improve and upgrade community facilities to meet future needs arising from population growth.
Indoor Sports							
Programme of improvements to Woking Leisure Centre and Pool in the Park to increase capacity	<i>COMPLETED</i>	P	Freedom Leisure Ltd ⁹	£1.6m	Freedom Leisure Ltd		Includes flumes and changing rooms upgrade, heating and ventilation upgrade.
Hoe Valley School Leisure Centre	<i>COMPLETED</i>	P	Freedom Leisure Ltd	£16.5m	DfE / CIL / S106		Opened September 2018
Bishop David Brown School Leisure Centre	<i>COMPLETED</i>	P	Thamesway Developments Ltd	£12.6m	Thamesway Developments Ltd		Eastwood Leisure Centre opened October 2021
Public Realm							
Improvements to town centre public realm/ civic spaces	To 2027	E	Woking Shopping	To be determined	S106, WBC, private investors		Works underway as part of town centre redevelopments
Improvements to West Byfleet district centre public realm/civic spaces	Summer 2024	E	Developer	Unknown	Developer contributions	n/a	To be delivered as part of Sheer House redevelopment proposals

⁹ Woking Leisure Centre and Pool in the Park managed by Freedom Leisure Ltd since December 2011 for a period of 10 years.

Improvements to Sheerwater public realm	By 2026	E	Thameswey Developments Ltd	Unknown	S106, WBC, private investors		Facilitated by regeneration of Sheerwater
Provision of new public art ¹⁰	To 2027	P	WBC, private investors	To be determined	WBC, S106, private investors	Dependant on type/ nature/ location of development.	

PUBLIC SERVICES INFRASTRUCTURE

Project and Location	Delivery Requirement		Lead delivery organisation	Estimated cost	Funding sources	Funding Gap	Other comments
	Timing	Critical/ Essential/ Preferred					
Waste							
Potential need for a new waste management facility <i>UPDATE: land has been allocated outside the borough to meet future needs</i>	2019-2033	E	SCC	n/a	SCC	n/a	Five strategic waste sites and land for one household waste materials recycling facility have been allocated to meet future demand in the new Surrey Waste Local Plan 2019-2033 (replacing the 2008 Plan). Byfleet and Monument Way East Industrial Estates identified as broad areas which could potentially accommodate waste management development.
Libraries							
Re-provision of library service in West Byfleet to improve infrastructure and increase capacity	By 2025	E	SCC, WBC, private developer	Developer supplies shell. Fit out costs to be determined based on detailed design.	Developer contributions, Capital programme	To be determined	Planning permission secured for redevelopment of Sheer House. Detailed design and specification of replacement library underway.
Re-provision and enhancement of library in Byfleet (currently a	2025-2026	E	SCC, WBC, Local stakeholders, Private developer	Developer supplies shell.	Developer contributions,	To be determined	Currently classed a CPL library. Library services to be retained/reprovided

¹⁰ Details of this are set out in the IDP and the Council's Public Art Strategy.

Community Partnered Library)				Fit out costs to be determined.	Capital programme		elsewhere during any redevelopment of the site.
NEW ITEM: modernisation of Woking Town Centre and Knaphill Libraries, including through use of new technologies to make services more efficient, engaging and accessible.	By 2025	P	SCC	To be determined	Developer contributions, Capital Programme	To be determined	As per Surrey County Council's Library and Cultural Services Strategy 2020-2025.
Cemeteries							
Brookwood Cemetery restoration and development	2020-2040	E	WBC	Rolling annual amount of £1m for capital improvements	WBC capital and revenue grants. Cemetery income.	None	Allocated site in SA DPD. The Masterplan and Experience Plan were approved by Council in July 2020 to guide development over the next 10-20 years. New visitor facilities will include a café, walking trail, education centre and museum, subject to planning approval. Step 1 sees gradual improvements to the landscape to re-establish the cemetery as a high-quality, cared for public amenity. First priority is to meet growing demand for burials and cremations due to local and regional growth and an ageing population.
Places of worship							
Facility to accommodate expansion of Coign Church	COMPLETED	P	The Coign Church				New and extended church facility delivered (PLAN/2018/0410).
Ambulance services							
Enhancement and expansion of Chertsey Make-Ready Centre (within Runnymede borough), or new	To 2025/26	P	SECamb	c.£6m	Government capital funding	To be determined	Enhancements to Chertsey Make Ready Centre which serves Woking but is located in Runnymede borough.

replacement in alternative location.							
New Ambulance Community Response Post in the Town Centre.	To 2025/26	P	SECamb	c.£100k	Government capital funding	To be determined	Review of existing ACRPs ongoing. New ACRP sought in Woking Town Centre.
Police							
Capital infrastructure to support additional uniformed officers and support/divisional staff needed to police an estimated additional 1,298 incidents per year generated by housing growth, including: start-up costs; floorspace conversion costs; vehicles; ANPR cameras.	To 2027	E	Surrey Police	c.£525,169	Government capital grant, capital receipts, Council Tax, revenue contributions, borrowing, Developer contributions	c.£525,169	As per Surrey Police's assessment of the implications of growth and the delivery of housing upon the policing infrastructure in the borough (2017).
New Surrey Police Headquarters	c.2029	P	Surrey Police	To be determined	Government capital grant, capital receipts, revenue contributions, borrowing	To be determined	Redevelopment of Mount Browne Station in Guildford, to be delivered in phases. Woking Police Station to close with some services transferring to the Civic Offices.
Fire and rescue							
No specific additional needs identified over the remaining lifetime of the Core Strategy – new Fire Station on Goldsworth Road delivered as part of redevelopment of site.							

UTILITY SERVICES

Project and Location	Delivery Requirement		Lead delivery organisation	Estimated cost	Funding sources	Funding Gap	Other comments
	Timing	Critical/ Essential/ Preferred					
Electricity							
May be requirements for improvements to existing National Grid	To 2027	E	UK Power Networks and developers	To be determined	UK Power Networks / Developer funding	None	No major schemes identified to meet projected demand caused by growth.

substation or a new grid supply point							
Gas							
New development will require new gas supply connections	To 2027	E	SGN and developers	To be determined	SGN / Developer funding	None	No major schemes identified to meet projected demand caused by growth.
Decentralised Heat Networks							
Expansion of existing distribution networks in town centre Heat Zone 1 (Victoria Way)	To 2027	E	Thamesway Energy Ltd, WBC	c.£1.0m	Thamesway Energy Ltd, developer contributions, Heat Networks Investment Project funding	To be determined	Expansion to connect to Cornerstone (aka Elizabeth House) completed. Further strategic expansion along Victoria Way planned.
New energy station in Heat Zone 2 and distribution infrastructure	<i>COMPLETED</i>	E	Thamesway Energy Ltd, WBC	£25m	Thamesway Energy Ltd, developer contributions	None	Cost of delivery was higher than estimate.
Expansion of energy distribution infrastructure to Heat Zone 3, including under Victoria Arch.	To 2027	E	Thamesway Energy Ltd, WBC	c.£1.75m	Thamesway Energy Ltd, developer contributions, Heat Networks Investment Project Funding	To be determined	Contingent on delivery of Victoria Arch widening (see Transport section of IDP).
Renewable heat generators within Poole Road Energy Centre	To 2027	E	Thamesway Energy Ltd	c.£3m	Thamesway Energy Ltd, Green Heat Networks Fund	To be determined	
Centralised and distributed thermal storage throughout Town Centre network(s)	To 2027	P	Thamesway Energy Ltd, Private developers	c.£1m	Thamesway Energy Ltd, developer contributions, Heat Networks Investment Project Fund, Green Heat Networks Fund	To be determined	
New decentralised energy network within Sheerwater Regeneration Area	To 2027	E	Thamesway Energy Ltd, WBC	c.£10m	Thamesway Energy Ltd, Green Heat Networks Fund	To be determined	
Water supply							

Renewal of distribution mains and trunk mains in Wey Water Resources Zone 6	COMPLETED	E	Affinity Water	To be determined	Affinity Water investment	To be determined	
Leakage reduction across network	Ongoing	E	Affinity Water	To be determined	Affinity Water investment	To be determined	
Major local network reinforcement across the Woking area to meet additional load imposed by projected development, in the form of new pipelines and potentially new pumping stations.	To 2027	E	Affinity Water, Developers	To be determined	Affinity Water investment, Private developers	To be determined	Affinity Water's current plan considers reinforcements to be installed in the next few years according to forecast domestic and employment-education demand. New infrastructure will be available for the initial plan period that may be able to accommodate initial phases of projected growth.
Wastewater							
Upgrades to existing wastewater network to serve new/ redevelopment	To 2027	C	Thames Water	To be determined	Thames Water, private developers	None	Redevelopment provides an opportunity for important capacity uplift; development that attenuates surface water flow (e.g. through SUDS / improving run-off to Greenfield rates) 'creates capacity' for the additional foul water flow anticipated from new or intensified development.
Expansion and improvements at Old Woking STW	To 2027	C	Thames Water	To be determined	Thames Water	To be determined	Designation as Major Development Site in Core Strategy.
Digital Telecommunications							
Continued improvements to existing mobile network and new base stations	To 2027	E	Mobile operators	Not known	Mobile operators	Not known	
Borough-wide improvements to digital infrastructure through actions in Surrey's Digital Infrastructure Strategic Framework	To 2027	E	SCC, telecoms providers, WBC, BDUK	To be determined	Government grants (Project Gigabit), Investment by telecoms	To be determined	SCC's Digital Infrastructure Framework covers gigabit-capable broadband and 5G coverage. Identification of gaps in coverage is

and Woking's emerging Digital Infrastructure Strategy					providers, local grants		underway (due for completion Autumn 2021).
New development designed to enable high-quality and future-proofed broadband connectivity – ultra fast full fibre to the premises.	To 2027	E	Developers, telecomms providers	To be determined	Developer-led	To be determined	In accordance with Development Plan policy, and potentially amended Building Regulations (under consultation).

GREEN INFRASTRUCTURE

Project and Location	Delivery Requirement		Lead delivery organisation	Estimated cost	Funding sources	Funding Gap	Other comments
	Timing	Critical/ Essential/ Preferred					
Outdoor sports ¹¹ and recreation							
Implementation of improved and new pitch provision as set out in the Playing Pitch & Outdoor Facilities Strategy and Action Plan 2017-2027	To 2027	P	WBC, NGBs, Clubs, Schools	£5.244m	IP, S106, CIL	To be determined	
NEW ITEM: West Byfleet and Byfleet Recreation Ground improvements	To 2027	P	WBC, WBNF	To be determined	S106, CIL, NCIL, Community grants, other sources tbc	To be determined	Improvements could include refurbishment of West Byfleet tennis courts, cricket square, pavilion and access path, as per West Byfleet Neighbourhood Plan, and improvements to Byfleet tennis courts.
Natural and semi-natural open space (including SANG) and informal outdoor space							
On-going improvements to existing SANGs at Horsell Common, Brookwood Country	To 2027	C	WBC, HCPS	To be determined	S106/ CIL	To be determined	c.£1m spent since 2007 including work at Horsell Common under remit of Horsell Common Preservation Society; all

¹¹ These are listed in full in the Final Action Plan, as referenced in the IDP, available at: www.woking2027.info/ldfresearch

Park and White Rose Lane.							works at Brookwood Country Park complete; footpath and boardwalk construction at White Rose Lane to be considered under Hoe Valley Flood Alleviation Scheme.
Upkeep and ongoing improvements to Heather Farm SANG ¹²	To 2027	C	HCPS, WBC	c.60k pa	S106/ CIL	c.60k pa	WBC has recently provided funding for the expansion of car parking spaces to support increased use of SANG.
Gresham Mill SANGs	To 2027	C	WBC, private developer	Total unknown (£45,000 for the initial works)	S106/ CIL	To be determined	Take into account funding for Old Woking Flood Alleviation Scheme (see Flood Alleviation infrastructure requirements). Draft site masterplan has been developed.
Additional SANG provision as proposed in Draft Site Allocations DPD at Byfleet, Brookwood Farm, Westfield Common	To 2027	C	WBC, private developer, Environment Agency	c.£5.5m	S106/ CIL Flood alleviation investment	To be determined	Consider extension to Brookwood Farm SANG to 26ha, to be delivered in phases. SANG Management Plan and Proposals being developed.
Horsell Common SANG Extension	2022	E	HCPS, WBC	c.£350k (initial estimate)	S106/ CIL	c.£350k (initial estimate)	An updated management plan is being agreed with Natural England. Application made by SCC to Secretary of State for common land consent. Delivery date tbc.
NEW ITEM: New/improved Great Crested Newt habitat (compensation sites). Includes ongoing works within Westfield Common.	2021-2031	P	Natural England, WBC, SWT, volunteer groups, developers.	To be determined	Developer levy. Biodiversity Net Gain contributions (tbc). WBC grant reserves.	To be determined	First five years of Westfield Improvement Plan have been completed – network of GCN ponds. Identification of future sites is ongoing, taking into account Strategy Opportunity Areas Plan.
New/enhanced informal outdoor space as part	To 2027	E	Developer-led	To be determined	On-site provision as part of	To be determined	A financial contribution through S106/CIL towards

¹² Joint SANG with Surrey Heath Council

of development coming forward (parks and gardens, amenity green space, natural and semi-natural space excluding SANGs)					development coming forward		improvement of an existing open space may be sought in lieu of on-site provision where existing space lies within suitable walking distance of a proposed development.
Children and young people provision							
Ongoing refurbishment of and improvement to existing children's play areas across Borough	To 2027	E	WBC, private developers	c.£1,600k (2017-27)	S106/ CIL, Council investment programme	To be determined	In accordance with the Council's refurbishment programme.
Ongoing refurbishment of and improvement of existing teenage provision across Borough	To 2027	E	WBC, private developers	c.£716k (2017-27)	S106/ CIL, other	To be determined	2020/2021 refurbishment of skate parks complete.
Additional children's and teenage play provision to meet existing shortfall in provision	To 2027	P	WBC, private developers	To be determined	S106/CIL, grant, IP, other	To be determined	Existing areas identified in Core Strategy, Playing Pitch Strategy 2017, and updated in IDP. In order to address the shortfall of provision in Pyrford, the Neighbourhood Forum has identified the following possible locations (subject to further assessment on availability and feasibility): Sandringham Close Leisure Ground; land at the Arbor Centre.
Additional on-site children's and teenage play provision to meet needs from large-scale development	To 2027	P	WBC, private developers	c.£1,884k	Delivered on-site (subject to planning consent)	c.£1,884k	In accordance with FiT guidelines and with advice from GI team. Significant increased play capacity to be provided as part of Sheerwater Regeneration Scheme.
Allotments							
127 additional five-rod plots (or 63.5 standard size plots) to meet demand from future development	To 2027	P	WBC, private developers, community groups	c.£319,151	WBC, private developers	c.£319,151	Identification of suitable sites is challenging. Policy CS17 seeks to protect existing provision, and supports new provision through on or off-

							site contributions. Other initiatives such as food-production space incorporated into community gardens could help meet demand.
Amenity space							
No specific additional requirements identified over the lifetime of the Core Strategy, other than new amenity space to be provided as part of development coming forward in line with policy CS21.							
Green corridors							
Enhancements to key corridors at Basingstoke Canal, Hoe Stream, River Wey and Wey Navigation	To 2027	P	Basingstoke Canal Authority, SCC, WBC, SWT, SNP, National Trust	To be determined	Various sources	To be determined	Could be delivered as part of transport schemes earlier in Schedule – see in particular LCWIP findings.
Walking and Cycling Network – improvements to accessibility	To 2027	P	WBC, SCC	To be determined	WBC, SCC, LEP, CIL, S106	To be determined	Could be delivered as part of transport schemes earlier in Schedule – see in particular LCWIP findings.
Provision of new or enhanced green and blue infrastructure assets in order to connect/enhance the existing GI Network	To 2027	P	WBC, Private developers	To be determined	S106/CIL, Private developers	To be determined	New green 'linear' corridor to be delivered as part of Sheerwater Regeneration Scheme (site allocation ref. UA24). Blue infrastructure includes Basingstoke Canal, Hoe Valley stream, Rive Ditch, River Wey and Wey Navigation.

The following chapters provide detailed analysis of the various categories of infrastructure which has informed the IDP Schedule set out above, in Chapter 3.

4. Education

Summary of 2018 IDP

4.1 A summary of the 2018 IDP is provided below:

Overview

- Surrey County Council (SCC) has a statutory duty to ensure that there are enough school places in the county to meet demand, including demand from housing growth. SCC works closely with all schools in Woking, including maintained, voluntary aided/controlled, foundation, free schools and academies to ensure sufficient number of school places and address supply and demand issues in the shorter and longer term.
- 'Planning areas' for both primary and secondary schools sometimes span more than one or only part of a ward, and may cover parts of two different boroughs.
- Birth data underpins all forecasts, alongside pupil movement trends and housing development data. Projections take into account parent/carer preference – there is no obligation to apply for the nearest school; and independent schooling could be preferred.
- Legislation dictates that any new schools must be either an Academy or a Free School, so SCC welcomes approaches from appropriate bodies proposing sponsorship arrangements for new or reorganised schools or academies.

Early Years Provision

- SCC will support the development of places in the maintained and private, voluntary and independent sector in the ward clusters¹³ with a projected shortfall of places.
- Remaining deficits are identified in the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford.
- Future demand from the Sheerwater Regeneration Scheme will be accommodated by a new site for the Busy Bees Nursery and Children's Centre.
- 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. Developer contributions will be sought through S106 Agreements or CIL to support provision at sites identified near new housing developments. Calculations estimate the total number of early years children to be yielded by development up to 2027 as 349, and the estimated cost of provision to be £3,358,039.

Primary Provision

- There are 25 primary schools in Woking grouped by five key planning areas¹⁴;
- Primary expansions commissioned to date have kept pace with the growing primary demand, but future additional primary provision is needed to meet housing growth demand in Woking – SCC intends to meet this demand predominantly through expansion in admission numbers, rather than through building new schools.
- West Byfleet Infant and Junior Schools to permanently expand by 1FE in 2017, following three temporary bulge classes at the infant school.

¹³ Four clusters in Woking: Byfleet/West Byfleet; Canalside, Horsell, Mount Hermon, Pyrford; Goldsworth Park, Knaphill, St Johns; Heathlands, Hoe Valley.

¹⁴ Horsell and Goldsworth, Knaphill, Sheerwater and Maybury, South Woking, and Byfleet and West Byfleet.

- Whilst a surplus of places is forecast to 2023, this will not be uniform across the borough – some areas in Woking will experience more pressure for school places than others.
- Taking spatial distribution of proposed development into account, Woking Town Centre and Byfleet and West Byfleet are identified as likely to generate additional need for school places which should be accommodated within existing and/or new primary school infrastructure.
- Financial contributions from developers will be required to accommodate demand from new housing. Calculations indicate that up to 22 additional primary classrooms would be generated by housing development to 2027, using Core Strategy targets and Annual Monitoring Report data from 2017.
- There are 5 independent primary schools in the borough. Greenfield School is seeking to expand and relocate to a more appropriate site in order to accommodate increasing demand.

Secondary Provision

- There are 5 secondary schools in Woking grouped into one planning area.
- Demand is projected to steadily rise to 2023/24 and then slightly decline and stabilise towards 2026/27. The previously increasing birth rate will mean that the number of children requiring a primary school place is likely to have peaked in 2016/17. This means that the pressures faced in the primary sector are likely to transition into secondary schools.
- SCC has commissioned expansions at several secondary schools to cater for additional demand.
- A new secondary school - Hoe Valley Free School – opened in temporary accommodation in September 2015. SCC recommended that WBC identify a site in preparing the Site Allocations DPD for future secondary provision in the borough. The draft DPD allocates former nursery land at Egley Road, Mayford, for this purpose. The site is under construction with a view to open a new secondary school for September 2018 intake as a 4FE with sixth form.
- Growing capacity at the new Chertsey High School in neighbouring Runnymede borough would ease pressure for additional places at Fullbrook School, which would subsequently free up capacity to accommodate pupils in the east of the borough.
- Financial contributions from developers will be required to accommodate demand from new housing. Calculations indicate that up to 16 additional secondary classrooms will be generated by housing development to 2027, using Core Strategy targets and Annual Monitoring Report data from 2017.

Sixth Form / Further Education Provision

- No specific need for additional Sixth Form provision is identified during the Core Strategy period, although demand for sixth form places will continue to grow. WBC is not aware of any plans to expand St John the Baptist or Fullbrook School Sixth Form Centres. Hoe Valley Free School Sixth Form will open in September 2020 once the school occupies its new site on Egley Road.
- Woking College continues to draw students from a very wide area, and although its existing infrastructure is continuously subject to modernisation, relocation to a new site would address the College's capacity and accessibility issues. The College continues to expand its existing infrastructure to meet future needs in recognition of the significant funding constraints on relocating.

Special Educational Needs Provision

- Woking has a short stay school and two special schools providing education for children and young people with learning difficulties.

- No specific future infrastructure requirements are identified in Woking Borough. SCC would have localised discussions with headteachers and governing bodies regarding new and additional provision at the appropriate time.

Updated Position

- 4.2 This chapter of the report reviews the provision of education infrastructure within Woking Borough Council's administrative area including primary and secondary schools, and its capacity to meet housing growth. The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
Surrey County Council School Organisation Plan 2020-2030, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/256754/School-Organisation-Plan-2020-30-comp.pdf
Department for Education, Securing developer contributions for education, November 2019, available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf
The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Meetings and correspondence with Surrey County Council Spatial Planning and Education Place Planning Team

Delivery Update

- 4.3 Woking Borough Council (WBC) has considered, through the Woking Joint Committee, the need for school and early years places to support the borough and its future development. The importance of securing additional school and early years places to support existing residents and the needs of future residents was identified as essential, and the need for resources to do so were highlighted as a key component of CIL. A number of projects have been delivered since the 2018 IDP was published, including:

Early years provision:

- Securing planning permission for replacement nursery provision as part of the Sheerwater Regeneration Scheme, for a mix of early years and childcare provision for 0-5 years for families within and outside Sheerwater. The new provision will be run by an Ofsted-registered early years provider, or be selected following a tender process run in partnership by SCC Early Years Commissioning Team with WBC;
- New nursery and early years provision at Greenfield School, Old Woking: in January 2021, Greenfield Little School opened offering 50 weeks of care for 20 nursery children aged 6 months to 3 years. The Early Years Department was also renovated after moving to its new site on Old Woking Road, to accommodate additional pupils from September 2019.

Primary provision:

- A temporary expansion to create additional places at existing primary schools in areas of high demand included that at Pyrford Primary School (bulge class in September 2019);

- In order to meet growing demand for independent school places, the Council facilitated the relocation and expansion of Greenfield School to a site on Old Woking Road – the school commenced operation at the new site in September 2019, and is pursuing further development of the site with construction starting in May 2021. The school catered for 198 pupils in September 2018, rising to 267 pupils in September 2020 having relocated. The expansion plans include additional classroom space, enabling the school to accommodate 394 pupils from YR to Y6 once construction is completed, making a positive contribution to meeting demand for fee-paying places in the borough.

Secondary provision:

- WBC facilitated the development of the Hoe Valley School at Egley Road, as allocated in the draft Site Allocations DPD;
- WBC provided financial support to Winston Churchill School for a planetarium;
- WBC facilitated the development of community sports facilities at Bishop David Brown together with replacement dining facilities for the school.

Further education provision:

- Woking College has secured planning permission for on-site expansion of 4 temporary and 8 permanent classrooms to meet an existing shortfall in provision. The College is working with WBC to further increase capacity off-site at Old Woking Community Centre. This additional infrastructure addresses existing shortfalls in capacity, and will allow the College to effectively accommodate its intake of 1400 pupils.

Specialist provision:

- Development of a bespoke specialist centre at Worplesdon Primary School in partnership with Freemantles School to provide an additional 21 high communication and interaction needs (COIN) places. Although the primary school is located in the borough of Guildford, the facility can support children residing in Woking who have an EHCP. The centre opened in September 2020, with Freemantles School and Worplesdon Primary School now working in partnership to cater for pupils requiring specialist provision.

Early Years Update – Existing Capacity

4.4 The Childcare Sufficiency Assessment has been updated since the 2018 IDP. Following the Early Years census in January 2020, the CSA reported that there were 2,965 early education and childcare places in Woking for children from birth to five years of age, provided by the private, voluntary and independent (PVI) sector and maintained schools and academies. This is broken down as follows:

- 18 Day nurseries offering funded early education;
- 19 Extended day playgroups offering funded early education;
- 3 Pre-school playgroups offering funded early education;
- 4 Nursery units of independent schools offering funded early education,
- 12 nursery classes in maintained and academy schools;
- in addition, there are 148 childminders and home child carers, some of which offer funded early education.

4.5 For sufficiency purposes, wards are clustered in Woking as follows:

- Byfleet and West Byfleet
- Canalside, Horsell, Mount Hermon, Pyrford
- Goldsworth Park, Knaphill, St Johns
- Heathlands, Hoe Valley.

- 4.6 The Childcare Sufficiency Assessment concluded that places in early years provision across Woking were busy (88%) and were healthy (73%) for funded and unfunded places. However, the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford continues to experience a deficit of funded early education places.

Early Years Demand

- 4.7 As described in the 2018 IDP, SCC's Early Years Commissioning Team projects the need for early years places drawing on population data, the early years annual census, Department for Education data for families eligible for Funded Early Education for Two Year Olds (FEET), predicted eligibility for the extended entitlement (30 hours) and housing data which is considered against the audit of childcare and early education provision in order to identify deficits. Local knowledge of registered places alongside submissions for providers on funding returns is also used to review and measure capacity of early education provider provision on an ongoing basis.
- 4.8 Table 4 reflects a high-level view of the additional early years provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.07 equating to 7 early years age children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £9,615 per additional early years place. Dwellings that are considered to not generally accommodate children are excluded from calculations, such as retirement accommodation.
- 4.9 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear. The nature of housing is also important – for example, where a high number of social housing dwellings are planned, there could be greater demand for affordable childcare and access to two-year-old funded provision to support employment activities.

Location	Residential units (net) ¹⁵	Estimated early years yield arising from planned housing ¹⁶	Estimated cost of additional primary provision	Early years ward cluster anticipated to be most affected	Indicative ability to meet demand
Canalside	1296 ¹⁷	91	£872,273	Canalside, Horsell, Mount Hermon, Pyrford	Additional capacity required
Byfleet and West Byfleet	735 ¹⁸	51	£490,365	Byfleet & West Byfleet	Additional capacity required
Goldsworth Park	0	0	-	-	-
Heathlands	286	20	£192,300	Heathlands, Hoe Valley	Sufficient capacity (although consider pressure on

¹⁵ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield early years children

¹⁶ Early years yield factor of 0.07 equating to 7 early years age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

¹⁷ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

¹⁸ Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

					neighbouring wards)
Hoe Valley	127	9	£86,535	Heathlands, Hoe Valley	Sufficient capacity (although consider pressure on neighbouring wards)
Horsell	67	5	£48,075	Canalside, Horsell, Mount Hermon, Pyrford	Sufficient capacity for Horsell element
Knaphill	0	0	-	-	-
Mount Hermon	458	32	£307,680	Canalside, Horsell, Mount Hermon, Pyrford	Additional capacity required
Pyrford	0	0	-	-	-
St John's	66	5	£48,075	Goldsworth Park, Knaphill, St Johns	Sufficient capacity
Total	3,035	213	£2,045,303		

Table 4: Estimated early years pupils arising from planned housing, cost of provision and ward clusters impacted

4.10 The county council has taken the spatial distribution of development in Woking's Development Plan into account and provided the following updated assessment:

- The ward of **Canalside** has plans for an additional 1296 new homes which would yield an additional 91 early years places. There is currently one full day care and two term time school-based nursery provision in this area. The plans for the Sheerwater regeneration (site allocation UA24) include full day care nursery provision for 0-5 years within the proposed Sheerwater community hub. Even with the new nursery provision at Sheerwater, this may not meet the anticipated demand for additional places due to the size of the developments, the additional impact of new homes in the ward cluster (Canalside, Horsell, Mount Hermon and Pyrford), and the knowledge that in any community, there needs to be a mix of provision for families wishing to access their funded entitlement. Additional development of early years provision may therefore be needed in this area to support demand, and will be determined once the capacity of the new nursery provision in Sheerwater is finalised.
- The ward of **Byfleet and West Byfleet** includes 735 new homes (excluding specialist units for the elderly) which would yield the need for an additional 51 early years places. Currently there is a mix of two full day care provision, three term time extended day pre-schools and nursery provision within the maintained school. The current provision will not meet anticipated demand for additional places created through the proposed development. Additional development of early years provision will be needed in this area to support the demand for the early years places.
- **Mount Hermon** has plans for 458 new homes resulting in an additional 32 early years places. Currently there is a mix of two full day care provision, one term time extended day pre-school and nursery provision at the two independent schools. The current provision will not meet anticipated demand for additional places created through the proposed development. There is the additional impact of the development in the ward cluster (Canalside, Horsell and Pyrford) to be taken into consideration. Additional development of early years provision will be needed in this area to support the demand for the early years places.
- The ward of **Heathlands** includes 286 new homes (including Traveller units). The early years yield of 20 early years places may be accommodated in the current mix of two

full day care provision, three term time extended day pre-schools and nursery provision within the maintained school, although consideration will need to be given to the additional pressure placed on the current provision due to the plans for development in the neighbouring ward Hoe Valley.

- **Hoe Valley** ward includes plans for 127 new homes which will yield 9 early years places. The current mix of two full day care provision, four term time extended day pre-schools and nursery provision within the maintained school may meet anticipated demand for additional places created, although consideration will need to be given to the impact of the additional development in the ward cluster with Heathlands.
- **Horsell** ward includes 67 new homes. It is anticipated that the current mix of three full day care provision, two term time sessional pre-schools and nursery provision within the two independent schools in this ward will meet the additional 5 early years places yielded from these developments; although consideration will need to be given to the impact of the additional development in the ward cluster (Canalside, Mount Hermon, Pyrford and Horsell).
- The ward of **St John's** has plans for 66 new homes. It is anticipated that the current mix of one full day care provision, two term time extended day pre-schools and recent creation of new nursery provision for 2,3 and 4 year olds within the maintained school will meet the demand for the additional 5 early years places created through the development.

4.11 The ward cluster of **Canalside, Horsell, Mount Hermon and Pyrford** continues to project a deficit of funded early education places when considering the additional (indicative) 1821 new homes to be built in this area over the next six years, which could yield an additional 127 early years places. It is also anticipated that there will be a shortage of provision in the **Byfleet and West Byfleet** ward cluster to meet development needs.

Early Years Funding and Delivery

4.12 The County supports providers in both the private, voluntary and independent (PVI) sector and in the school sector to expand provision and to develop new provision in areas of identified need.

4.13 There is no capital allocated by the council for the development of early years places, therefore the shortfall in funding for the development of additional places is the full cost of any additional infrastructure provision. The projected funding gap calculated above is approximately £2,045,303 to meet additional infrastructure needs for 213 early years children generated by planned development to 2027. However, the Early Years Commissioning Team will only require developer contributions where there is a current or forecast lack of provision in the area of the proposed development, or the development is of such a scale to make this an issue. The cost of each scheme and therefore any developer contribution required will be determined on a case-by-case basis, with more accurate figures calculated early in the development management stage when detailed proposals come forward.

4.14 To make sure there are enough funded early education places across Woking to meet needs arising from development, SCC will support the development of places in wards and ward clusters with projected shortfalls of places using the following actions:

- 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 (there are currently no plans for the delivery of new primary schools in Woking);

- set up new or expansion of school-run nursery provision on infant and primary school sites where suitable space can be identified to meet the sufficiency need in an area;
- encourage expansion of existing early years provision within the PVI sector to meet the sufficiency need in an area;
- when community premises are identified, the Early Years Commissioning Team invite PVI childcare providers to submit a tender response outlining how they can work in partnership with the council, the borough and other Early Years providers to develop new early years provision and services to meet the needs of the community.

4.15 When larger developments alone trigger the need for a new setting, a land contribution may be required. In some cases, it may be appropriate for the developer to provide buildings in lieu of a financial contribution. In such cases, the County will need to approve the specification of the building and also any provider and the form of provision.

4.16 This scenario applies for site allocation UA24 - the Sheerwater regeneration scheme - which includes provision for a new nursery which will contribute to supporting the demand for additional childcare places in the Canalside ward.

4.17 Education provision, including that of early years, has been identified as a priority form of infrastructure in the council's Infrastructure Funding Statement. Developer contributions will therefore be sought through the Community Infrastructure Levy as well as through Section 106 contributions where justified.

Primary School Update – Existing Capacity

4.18 Table 5 below provides an updated picture of the borough's primary school provision and capacity. There are 25 primary schools in Woking, 12 of which have nursery provision and 2 of which have specialist centres for pupils with special educational needs/disabilities (SEND).

Name	Nursery provision	Specialist centre	Phase	Type of school	School capacity ¹⁹ (March 2021)	No. of pupils ²⁰ (Oct 2020)	% Surplus
South Woking							
Barnsbury Primary School	✓		Primary	Academy	420	413	1.7%
Kingfield Primary School	✓		Primary	Academy	210	209	0.5%
Westfield Primary School			Primary	Academy	420	452	-7.6%
Knaphill							
Brookwood Primary School			Primary	Academy	210	163	22.4%
Knaphill School			Junior	Academy	360	310	13.4%
St Hugh of Lincoln Catholic Primary School			Primary	Academy	210	207	1.4%
St John's Primary School			Primary	Academy	210	192	8.6%
The Hermitage School		✓	Junior	Academy	360	308	14.4%
Knaphill Lower School	✓		Infant	Academy	270	229	15.2%
The Oaktree School	✓		Infant	Academy	270	252	6.7%
Horsell & Goldsworth							
Beaufort Primary School	✓		Primary	Academy	420	438	-4.3%

¹⁹ Excludes nurseries, specialist centres and temporary bulge classes

²⁰ Data from School Census, October 2020

Goldsworth Primary School			Primary	Academy	630	623	1.1%
Horsell CofE Aided Junior School			Junior	Voluntary Aided	360	345	4.2%
Sythwood Primary School	✓	✓	Primary	Academy	630	537	14.8%
Horsell Village Infant School			Infant	Academy	270	267	1.1%
Sheerwater & Maybury							
Broadmere Primary Academy	✓		Primary	Academy	210	234	-11.4%
Maybury Primary School	✓		Primary	Academy	210	207	1.4%
New Monument Primary Academy	✓		Primary	Academy	210	200	4.8%
St Dunstan's Catholic Primary School			Primary	Voluntary Aided	630	628	0.3%
Byfleet & West Byfleet							
Byfleet Primary School			Primary	Academy	210	236	-12.4%
The Marist Catholic Primary School			Primary	Academy	420	417	0.7%
Pyrford CofE Aided Primary School			Primary	Academy	480	478	0.4%
St Mary's CofE Primary School	✓		Primary	Voluntary Controlled	420	400	4.8%
West Byfleet Community Infant School			Infant	Community	270	270	0%
West Byfleet Junior School			Junior	Community	360	340	5.6%
TOTAL					8,670	8,355	

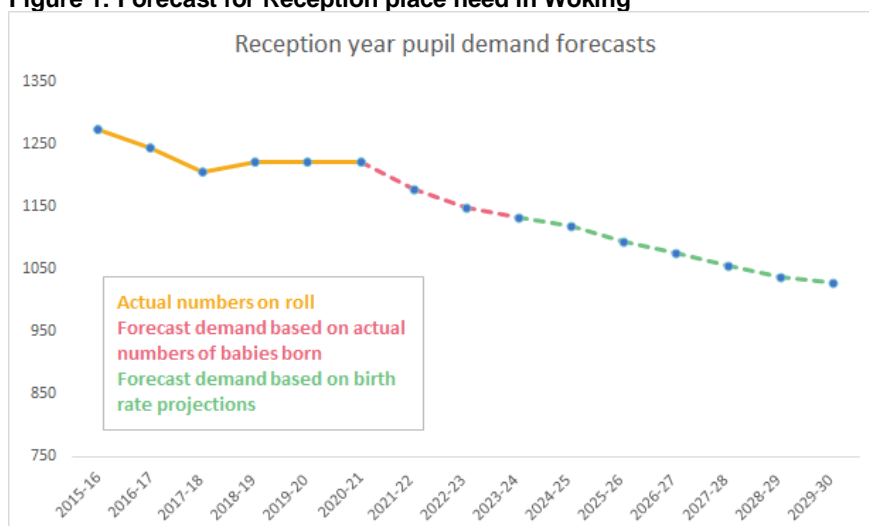
Table 5: Primary school provision in Woking (state sector)

- 4.19 To keep pace with growing demand in the past, just under half of the borough's primary schools have now been expanded. The current capacity of primary schools in Woking amounts to 8,670 places as at March 2021, and the number of pupils on roll amounts to 8,355 (representing a decrease of 142 pupils from the year 2016, as reported in the 2018 IDP). Overall, this means there is currently a surplus of primary education places of 315 places. However, some margin of capacity is necessary to allow for parental choice, and to allow for differences in the size of individual cohorts, thus not all unfilled places in a school are considered surplus places. The county council recommends a minimum 5% surplus capacity which should not be counted as available when calculating developer contributions.
- 4.20 It is also clear that whilst there is an overall surplus of places, there are pockets of high demand in certain areas of the borough, such as South Woking, Sheerwater & Maybury and Byfleet & West Byfleet. With the use of temporary bulge classes and additional permanent expansions in areas with exceptional demand, all primary education needs are currently being sufficiently met.

Primary School Provision – Demand

- 4.21 SCC's latest School Organisation Plan 2020-2030 projects that demand for a Reception places will decline to 2030 (see Figure 1). The borough saw a peak in Reception place applications in 2016, which correlates with the peak in birth rate. Application numbers have since fluctuated before noticeably dropping since 2020, which is in line with recent birth trends. Applications for September 2021 Reception entry were 14% lower than those from the peak in 2016.
- 4.22 Any increases in demand for Reception places is therefore likely to stem from inward migration and additional housing. Despite predicting a fall in demand, the situation needs to be closely monitored as it is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing, or migration.

Figure 1: Forecast for Reception place need in Woking



- 4.23 The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. The council's development monitoring records indicate delivery to date of 2,668 homes, between 1 April 2010 and 31 March 2020, leaving a residual target of 2,296. Indicative yields suggest that sites allocated in the SA DPD will deliver a net gain of 3,492 dwellings, 23 Traveller pitches and 1 Traveller transit pitch to 2027. The draft SA DPD therefore identifies sufficient Urban Area and Green Belt land to meet the residual housing requirement of the Core Strategy period, plus additional land to compensate for non-implementation.
- 4.24 Table 6 reflects a high-level view of the additional primary provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.25 primary age children equating to 25 children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £13,728 per additional primary school place.
- 4.25 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) ²¹	Estimated primary pupil yield arising from planned housing ²²	Estimated cost of additional primary provision	Primary planning area(s) anticipated to be affected
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264	316	£4,338,048	Horsell & Goldsworth Sheerwater & Maybury South Woking
Rest of Canalside (including Sheerwater)	545 ²³	136	£1,870,440	Sheerwater & Maybury Byfleet & West Byfleet

²¹ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

²² Primary yield factor of 0.25 equating to 25 primary age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

²³ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

Byfleet and West Byfleet	735 ²⁴	184	£2,525,952	Byfleet & West Byfleet primary planning area
Goldsworth Park	0	0	-	-
Heathlands	286	72	£988,416	Knaphill
Hoe Valley	127	32	£439,296	South Woking
Horsell	67	17	£233,376	Horsell & Goldsworth Knaphill
Knaphill	0	0	-	-
Mount Hermon (not including Town Centre)	0	0	-	-
Pyrford	0	0	-	-
St John's	11	3	£41,184	Horsell & Goldsworth Knaphill
Total	3,035	760	£10,436,712	

Table 6: Indicative primary aged children yielded from planned development in Woking

4.26 Figure 2 maps existing primary schools in and outside the borough and the estimated primary school children yielded by planned development in the SA DPD.

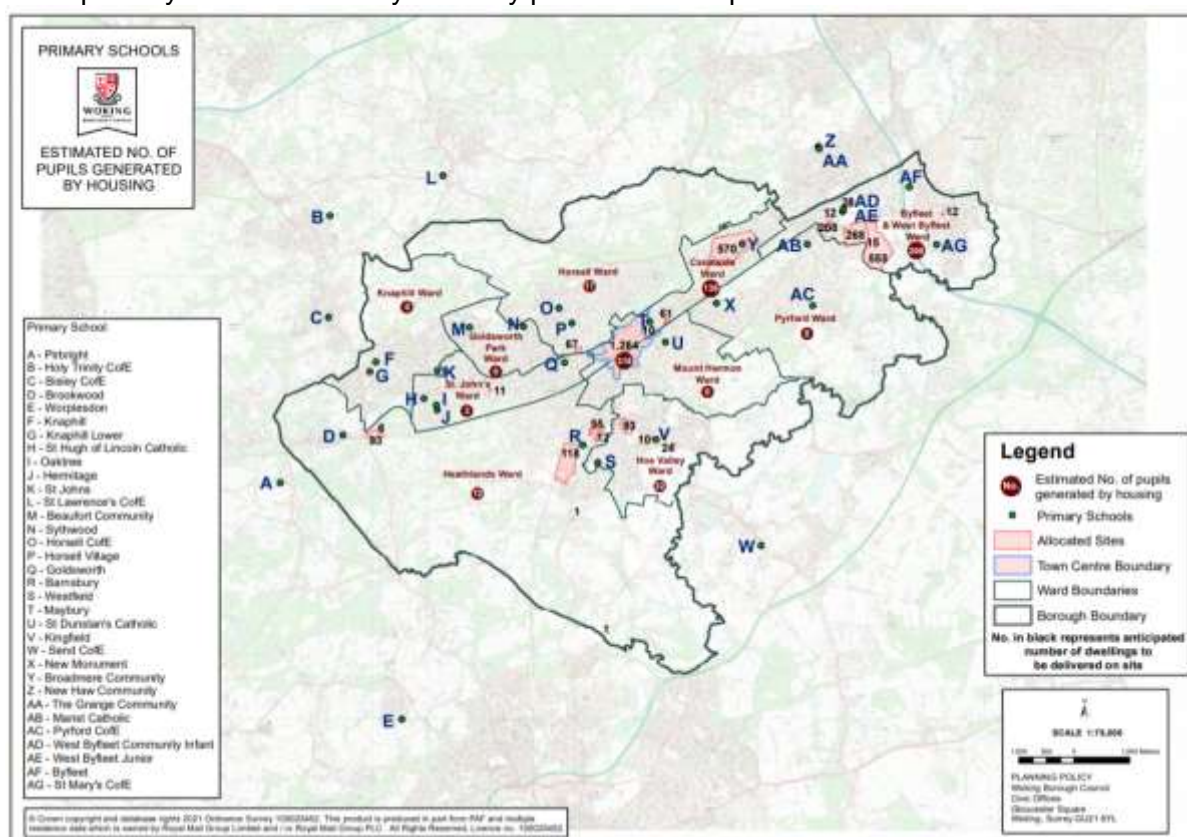


Figure 2: Primary schools and estimated pupil yield from planned housing in the draft SA DPD

Primary School Planned Provision

4.27 New housing is anticipated to be the main contributor to place planning pressures in Woking over the plan period, as illustrated in Table 6. SCC factors housing growth into their pupil place forecasting system. Whilst a high proportion of children in Surrey attend independent schools – around 21% - as the County Council has a statutory duty to ensure all Surrey pupils are catered for in state-funded education in the first instance, they do not take this figure into account in their place planning.

²⁴ Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

- 4.28 As a general rule, when considering the need for the establishment of a new school, the county council works on the basis of a minimum capacity of 2 Forms of Entry (420 places) at primary level. This minimum threshold is considered important in respect of ensuring that the school estate is financially sustainable and suitably flexible to accommodate fluctuations in demand. The high-level assessment of pupil yields in Table 6 would suggest that the scale of planned development, both individually and cumulatively when taking into account likely distribution of pupils across school planning areas, is not such that it would warrant the establishment of a new school. SCC therefore intends to meet any future primary school place demand in Woking predominantly through expansion in admission numbers, rather than through building new schools. However, the council continues to welcome approaches from Free School promoters who may wish to consider providing additional school places within the borough.
- 4.29 In the past, expansions commissioned have kept pace with the growing demand at the time. With the falling birth rate, it is anticipated that further places may not be required. However, this needs to be closely monitored and regularly analysed to influence the requirement for any additional pupil places.
- 4.30 No particular primary schools are therefore currently being considered for expansion, whether temporary or permanent. However, the effect of planned development in the **Sheerwater** and **West Byfleet and Byfleet** areas will be closely monitored as primary schools in the area are already at or near capacity. Outline planning permission has been granted for the provision of 290sqm of additional classroom space adjacent to Broadmere Primary School to meet demand generated by new housing as part of the Sheerwater Regeneration Scheme, allocated site UA24 (PLAN/2018/0337, granted in April 2019). WBC is working with the Education Place Planning Team to determine the precise nature and phasing of housing units being delivered, as this will affect pupil yields and determine when additional provision may be required.
- 4.31 Greenfield School is an independent school on Old Woking Road and is planning to increase capacity to 408 places (from 267 places) by September 2021.
- 4.32 The impact of new housing has the potential to create pockets of higher demand in other parts of the borough too, which will also be closely monitored as development proposals come forward.
- 4.33 It should also be noted that whilst SCC will seek to meet parental preference, the forecasts focus on the number of school places available within a school place planning area. It can be the case that some schools in an area are regularly oversubscribed in relation to parental preference. However, parental preferences only show where parents would like their children to attend school, not if there is a shortage of places in an area.

Secondary School Provision – Existing Capacity

- 4.34 Table 7 below lists the borough's five secondary schools – falling within a single secondary school place 'planning area' – and current capacity. The table also includes one secondary school located in the borough of Runnymede which admits a number of pupils from the Woking area.

Name	Type	School capacity ²⁵	No. of pupils	% Surplus
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²⁵ Excludes specialist centres, bulge classes and sixth form provision

			(Oct 2020) ²⁶	
Bishop David Brown School	Academy	750	611	18.5%
Hoe Valley School	Free School	630	686	-8.9%
St John the Baptist Catholic Comprehensive School	Academy	1,140	1,127	1.1%
The Winston Churchill School	Foundation School	1,500	1,486	0.9%
Woking High School	Academy	1,200	1,197	0.3%
Fullbrook School (Runnymede borough)	Academy	1,200	1,162	3.1%

Table 7: Secondary school provision in Woking and surrounding area (State sector)

- 4.35 The School Census (October 2020) shows that most of Woking's secondary schools are largely at or very close to capacity. Currently, the only school with capacity is Bishop David Brown School. Most schools in the borough are restricted in terms of future expansion due to already overcrowded sites. Woking High School and Winston Churchill School already find it increasingly difficult to accommodate pupils living within their prescribed catchment areas.
- 4.36 Hoe Valley School is now fully established on its new site on Egley Road. The school increased its published admissions number (PAN) from 120 to 150 in September 2020 to help meet the increased demand for secondary places in the borough.
- 4.37 As stated previously, some margin of capacity is necessary to allow for parental choice, and to allow for differences in the size of individual cohorts, thus not all unfilled places in a school are considered surplus places.

Secondary School Provision – Demand

- 4.38 The increases experienced in primary demand in the borough up to 2013 have now moved into the secondary sector. Forecasts have taken into account the wider geographical intake of pupils from outside of the borough at St John the Baptist Catholic Comprehensive School.
- 4.39 SCC's latest School Organisation Plan 2020-2030 projects that secondary demand will mirror primary demand as the larger cohorts transition into secondary school. Secondary school population is projected to increase in Woking to 2022/23, before stabilising and declining from 2027/28 onwards (see Figure 3).

Figure 3: Forecast for secondary place need in Woking



²⁶ Data from School Census, October 2020

- 4.40 Again, despite predicting a fall in demand from peak levels towards the end of the planning period, the situation needs to be closely monitored as it is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing, or migration.
- 4.41 Table 8 reflects a high-level view of the additional secondary provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.18 secondary age children equating to 18 children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £20,685 per additional secondary school place.
- 4.42 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) ²⁷	Estimated secondary pupil yield arising from planned housing ²⁸	Estimated cost of additional secondary provision	Secondary school(s) anticipated to be affected
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264	228	£4,716,180	Hoe Valley School Woking High School Bishop David Brown St John the Baptist
Rest of Canalside (including Sheerwater)	545 ²⁹	98	£2,029,199	Bishop David Brown St John the Baptist Fullbrook School
Byfleet and West Byfleet	735 ³⁰	132	£2,730,420	Fullbrook School Bishop David Brown St John the Baptist
Goldsworth Park	0	-	-	-
Heathlands	286	51	£1,054,935	Hoe Valley School The Winston Churchill School St John the Baptist
Hoe Valley	127	23	£475,755	Hoe Valley School St John the Baptist
Horsell	67	12	£248,220	Woking High School St John the Baptist
Knaphill	0	-	-	-
Mount Hermon (not including Town Centre)	0	-	-	-
Pyrford	0	-	-	-
St John's	11	2	£41,370	The Winston Churchill School
Total	3,035	546	£11,296,079	

Table 8: Indicative secondary aged children yielded from planned development in Woking

²⁷ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

²⁸ Secondary yield factor of 0.18 equating to 18 secondary age children per 100 dwellings in accordance with SCC Developer Contribution Guidance (November 2020)

²⁹ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

³⁰ Proposed site allocation GB10 Broadoaks is anticipated to include 155 specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

4.43 Figure 4 maps existing secondary schools in and outside the borough and the estimated secondary school children yielded by planned development in the SA DPD.

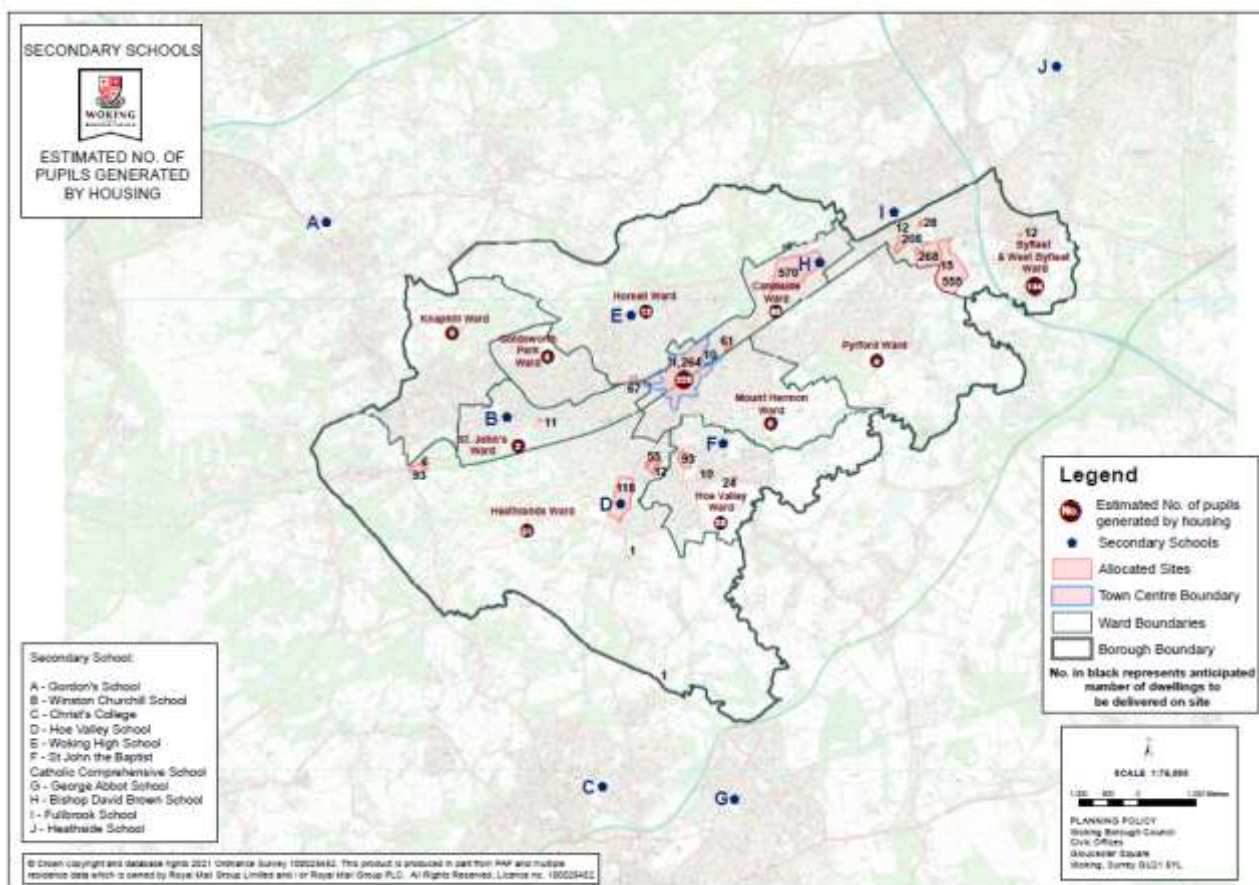


Figure 4: Secondary schools and estimated pupils generated by planned housing in the draft SA DPD

Secondary School Planned Provision

4.44 The focus is now shifting to secondary school infrastructure as the increased number of primary pupils now transition to the secondary sector.

4.45 As a general rule, when considering the need for the establishment of a new school, the county council works on the basis of a minimum capacity of 4 Forms of Entry (600 places) at secondary level. This minimum threshold is considered important in respect of ensuring that the school estate is financially sustainable and suitably flexible to accommodate fluctuations in demand. The high-level assessment of pupil yields in Table 8 would suggest that the scale of planned development, both individually and cumulatively, is not such that it would warrant the establishment of a new school, particularly when the spatial distribution of development, and therefore need, is considered.

4.46 As such, in order to address forecast increases in secondary school demand, the county council intends to use vacant capacity in existing provision where it is reasonable to do so, and then seek to expand existing provision if necessary. Given the forecasted decline at the end of the planning period, any additional provision is likely to be temporary to protect the sustainability of schools.

4.47 Demand is unlikely to be uniform and again, there are expected to be local areas of pressure. In the **Sheerwater** area, the regeneration development proposals (site

allocation UA24) will provide the required improvements to Bishop David Brown School's current infrastructure. Enhanced facilities include a new school canteen, as well as leisure facilities to be shared with the public (a swimming pool, separate teaching pool, five-court sports hall, studios and a gym, a 3G football pitch and new grass football and rugby pitches), due for completion by December 2021. It is anticipated that additional need arising from the planned development and surrounding area could be accommodated by the school. However, WBC are working with the Education Place Planning Team to determine the precise nature and type of housing being delivered to 2026, and the phases of delivery, as this may impact on pupil yields and whether further expansion is required at the school.

- 4.48 Some pupils are served by schools in adjacent boroughs as they fall within their admission areas. Fullbrook School serves children resident in the **West Byfleet, Byfleet and Pyrford** area, but falls within the borough of Runnymede. The projected future need of Runnymede is not too dissimilar to that of Woking, and is also being closely monitored.

Specialist Schools Update – Need and Planned Provision

- 4.49 The county council has a statutory duty to:
- ensure sufficient post-16 provision is available for all Surrey children;
 - give priority at all ages to meet the needs of children with Special Education Needs and Disabilities (SEND), learning difficulties and/or disabilities up to 19 (in some cases 25);
 - ensure fair access to educational opportunity and promote diversity and parental choice.
- 4.50 Wherever possible, children with SEND are educated in mainstream schools. For some specific needs, it is appropriate to provide additional resources and, in a small number of cases, to provide places in special schools or specialist SEND centres.
- 4.51 SEND provision is not considered in planning areas in the same way as that in the preceding sections, because specialist provision does not just meet the needs of learners in the immediate surrounding area, so it has a far wider intake than most mainstream schools. Provision is therefore currently analysed for each of Surrey's four quadrants (North East, North West, South East and South West) because it involves a significantly smaller number of pupils and schools. Woking is located within the north west quadrant, along with Runnymede and Surrey Heath districts. Within this quadrant, there is one ASC special school and seven specialist centres within mainstream schools, as depicted in Table 9.

Setting	Designation	Age Range	Numbers on roll	Occupancy	Planned expansion to 2030
Special Schools					
Freemantles School	Complex ASC (CSCN)	4-19 years	193	100%	+72 places
Mainstream Specialist Centres					
Bagshot infant School	ASC (High COIN)	4-7 years	7	100%	0
Jubilee High School	Speech & Language (Low COIN)	11-16 years	12	100%	+3 places
Pyrcroft Grange Primary School	ASC (High COIN)	3-11 years	20	100%	0
Salesian School (NAS Callum Centre)	ASC (High COIN)	11-16 years	21	100%	-1 places

Stepgates Community Primary School	Speech & Language (Low COIN)	4-11 years	20	100%	0
The Grove Primary School	Speech & Language (Low COIN)	4-11 years	14	100%	0
Tomlinscote School	Speech & Language (Low COIN)	11-16 years	9	100%	0

Table 9: SEND Provision and planned enhancements in North West Surrey

- 4.52 Surrey's School Organisation Plan 2020-2030 sets out how, since 2015, the number of children with an EHCP who live in Surrey and require a specialist school place has increased by 73%. The demand for maintained specialist school places in Surrey has grown significantly over the past 4 years from 2,859 planned places in 2017-18 to 3,477 planned places in 2020-21, and increasing again to 3,513 in 2021-22. In the north west quadrant, a total of 1,039 children and young people with an EHCP attend specialist provision (2020-21), with a total number of planned places in maintained special schools and specialist centres of 969. The number of children and young people with an EHCP living in north west Surrey who will require a specialist school/centre place is projected to steadily rise to approximately 1,250 places by 2025/26, when demand will stabilise and then gradually decline to below 1,200 places by 2030/31.
- 4.53 Existing provision is at full capacity, and will need to expand in order to meet the identified future growth in demand. In response, SCC has approved a SEND Capital Programme to provide fit for purpose facilities for SEND provision, which stems from its SEND Transformation Plan and SEND Sufficiency Strategy 2020-2025. The north west Surrey area has been the subject of interim proposals to expand provision by way of bulge classes and the dedication of resourced Specialist Centres within mainstream primary and secondary schools (see Table 9 for planned expansions, including at Freemantles School in Woking).
- 4.54 In addition to expansions and reorganisations, the county council indicates a lack of provision of ASC, Communication and Interaction Needs and Complex Social Communication Needs Special Schools well located to serve the three districts, including Woking, and the wider north west quadrant.
- 4.55 The county council has indicated that whilst there is no typical yield factor applied to new housing at the moment (SCC is working on this), around 2-3% of the pupil population has an EHCP. It therefore follows that the estimated pupil yields generated by development provided in the primary and secondary assessment above will include a portion of children with SEND. The county council will seek developer contributions for all special school/SEND places generated by development where there is an identified need for additional provision.

Further Education Update – Need and Planned Provision

- 4.56 The 2018 IDP reported how two institutes provide post-16 education in Woking Borough: St John the Baptist School and Woking College; and how several institutes situated outside the borough accommodated students residing in Woking, including: Fullbrook Sixth Form Centre, Merrist Wood College and Brooklands College. The report outlined how future need and capacity is difficult to predict due to the range of factors affecting a student's choice to pursue further education and where to do so. However, it was reasonable to assume that the borough's growing population would place pressure on these institutions and additional infrastructure would be required to cater for increased demand.

- 4.57 SCC's forecasting model, as reported in the latest School Organisation Plan 2020-2030 (SOP), projects a rise in demand for post-16 sixth form/college places to 2030 based on population projections, including that from additional housing. The SOP identifies Woking as an area where sixth form/college capacity will be challenged through the forecast period to 2030, despite the fact that an increasing proportion of young people are choosing to continue their learning in the workplace. The number of pupils in Woking seeking sixth form places is forecast to rise from 1,062 per year in 2021 to 1,388 per year by 2030 (326 pupils), where pupils leave secondary school and seek entry for the first year in sixth form.
- 4.58 In order to improve provision and accommodate growth, the county council aims to support existing providers in the first instance, who already offer high quality provision.
- 4.59 Woking College takes students from more than 60 Surrey schools and is a popular first choice for many school-leavers. Demand for places has risen from 445 applicants in 2019, rising to 535 in 2020, to 616 in 2021. Across all tutor groups at the College the number of students expected in 2021 are some 1,450. In September 2019, Woking College conducted a Space Needs Assessment which identified a deficit of 23 teaching spaces to meet the space requirements of 1400 pupils (against DfE benchmarks). Having secured planning permission to expand its outdoor sport facilities, the College went on to secure planning permission for an additional 8 classroom spaces in a part two-storey, part single-storey teaching block together with a new car park. Appropriate funding streams are being explored through the Education and Skills Funding Agency (ESFA). To cope with immediate demand in 2021, the College will erect a number of temporary buildings on its site for which it has also gained planning approval.
- 4.60 Whilst these infrastructure improvements will address existing deficiencies in provision, further capacity enhancements will be required to meet needs arising from a growing population, including needs generated by development, as illustrated in the SOP. Whilst the College's longer-term development plan seeks to maximise potential within the existing site, it is recognised that the growing need for post-16 education cannot be met solely on-site due to a number of reasons, including its Green Belt location.
- 4.61 The College has therefore been working with the council and other stakeholders to relocate a range of activities to Old Woking Community Centre and facilitate additional classroom provision at a future date on its existing site. Subject to planning approval, redevelopment of the Community Centre would need to be operational by August 2022. The following infrastructure enhancements are proposed, at an indicative cost of £2.9m:
- 65sqm of IT floorspace with adjacent support offices;
 - Entrance foyer with a life access to the first floor;
 - Three classrooms (55sqm, 60sqm, and a large one at 75sqm) plus storage;
 - Offices and support spaces;
 - Social/study space (100sqm).
- In parallel, the Centre would be enhanced for use by the local community.
- 4.62 Elsewhere in the Borough, additional projects to increase post-16 education capacity include:
- Hoe Valley Sixth Form is expected to open in September 2023, offering 240 places across Years 12 and 13.
 - Fullbrook 6 has increased its published admission number for external applicants for entry to Year 12 in September 2022, from 15 to 20.
 - The Weybridge campus of Brooklands College (in Elmbridge borough) had intended to pursue a programme of redevelopment, but the Learning and Skills Council

withdrew funding, so the campus continues to face significant issues with regards to its infrastructure. A Property Strategy is being developed by the College to ensure the delivery of 21st century learning facilities that will be effective and sustainable. Any projects will be subject to identifying appropriate sources of funding.

- 4.63 The DfE advises local authorities to seek developer contributions for expansions required for post-16 places with the need arising from development, and describes how further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place³¹.
- 4.64 In addition to capacity within education institutions, the implementation of T Levels and ongoing developments across the apprenticeship sector is likely to see demand for work placements and employment opportunities for 16–18-year-olds increase, which may ease demand on physical sites dedicated to teaching and learning. The implications of this are being closely monitored.

Sources of Funding

- 4.65 Funding for the expansion of schools, because of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual basis with an indicative allocation given for the two following years. The Government Basic Need Grant, the DfE free schools programme and other capital funding sources do not, however, negate housing developers' responsibility to mitigate the impact of their development on education.
- 4.66 Detailed guidance³² on securing developer contributions for education has been published by the Government since the 2018 IDP was published. In line with this new guidance, as reflected in SCC's latest Developer Contribution Guide³³, the county council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities of all phases (age 0-19) and special educational needs. Developer contributions for education can be secured by means of conditions attached to planning permission, a planning obligation under Section 106 of the Town and Country Planning Act 1990, or the Community Infrastructure Levy (CIL).
- 4.67 In Woking, education infrastructure continues to be included in the list of priority infrastructure types³⁴ which is intended to be funded through CIL receipts. CIL revenues are intended to help fund the supporting infrastructure needed to address the cumulative impact of development across a local authority area, and can be used to fund the provision, improvement, replacement, operation or maintenance of a wide range of infrastructure, including education. WBC, as charging authority, will continue to engage with SCC to identify appropriate education infrastructure projects towards which CIL funding can contribute³⁵, and to identify other sources of funding necessary to secure delivery.

³¹ DfE (November 2019) 'Securing Developer Contributions for Education'. Available at: <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>

³² As above

³³ Surrey County Council (2020) 'Developer Contribution Guide'. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/developer-contributions>

³⁴ Detailed in the council's latest Infrastructure Funding Statement here: <https://www.woking2027.info/ldfresearch/infrastructurefundingstatement201920.pdf>

³⁵ A useful list of the types of projects to increase capacity at existing schools is provided in SCC's Developer Contribution Guide at paragraph 6.4.

- 4.68 The CIL Regulations (as amended in September 2019) no longer impose a 'pooling restriction' on the use of planning obligations to fund the same type of infrastructure or infrastructure project, and a project may therefore receive funding from both CIL and S106, where a planning obligation complies with the tests set out in the CIL Regulations³⁶. An S106 planning obligation secures a contribution directly payable to the local education authority, or for direct provision of education infrastructure 'in kind'.
- 4.69 The assessment in the sections above provides a high-level analysis of the impacts of planned development on education infrastructure. Ongoing analysis will be required as the nature and timing of development proposals become more certain, to get a greater understanding of:
- the education needs arising from development, based on an up-to-date pupil yield factor;
 - the capacity of existing schools that will serve development, taking account of pupil migration across planning areas and local authority boundaries;
 - available sources of funding to increase capacity where required; and
 - the extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time.
- 4.70 The Government has indicated in its guidance that it will publish a national methodology for the calculation of pupil yields from housing development. Until such a time that this is available, local approaches to calculating pupil yields remain valid.

Summary

- 4.71 Additional housing growth in the borough will generate additional early years, primary and secondary age pupils and consequently a requirement for more places. The county council has factored typical pupil yields from development into their early years and pupil forecasting system.
- 4.72 For early years, projections show that pockets of high demand, and therefore the need for additional places, will fall within the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford, as well as Byfleet and West Byfleet and potentially Healthlands and Hoe Valley due to pressure on neighbouring wards. New nursery provision coming forward as part of the Sheerwater regeneration scheme will help meet demand, but additional expansion of places may be required depending on the capacity of the new provision, which is currently being determined.
- 4.73 Projections show that at primary level there is anticipated to be a sufficiency of places, whereas at secondary level the demand will exceed the current capacity of the borough's schools. There may be pockets of high demand in the growth areas of the borough for both primary and secondary provision which need to be strategically planned for as the nature of development becomes clearer, but at this stage it is anticipated that the provision to meet additional demand to 2027 will be met through existing provision, rather than through new schools.
- 4.74 At this time, SCC is not able to confirm specific future projects or the extent of any additional places that may be required. The assessment of demand for future pupil places is an ongoing task, and effects of the pandemic on the birth rates for 2020 and 2021 will need to be monitored to establish whether the declining birth rate trend is set to continue, or whether there is any outlying spike in births which will affect demand for school provision. The Education Place Planning Team will need further clarification on

³⁶ Regulation 122 of the Community Infrastructure Levy Regulations 2010.

dwelling type, bedroom mix and phasing of new developments as they come forward, to enable them to forecast the point of need for additional education provision associated with new development sites. WBC and SCC aim to take a collegiate approach to planning for future needs as development proposals progress.

- 4.75 In order to meet rising demand for post-16 education in Woking, a project to facilitate the expansion of Woking College at Old Woking Community Centre has been identified and included in the IDP Schedule. Developer contributions will be used to part-fund the delivery of this essential infrastructure.

5. Transport

Summary of 2018 IDP

Overview

5.1 The 2018 IDP focused on highways, bus, rail, walking and cycling infrastructure, with key findings summarised below.

The Road Network

- Road infrastructure in Woking is the responsibility of SCC as Highways Authority. The Strategic Road Network (SRN) (including the M25 and A3) is the responsibility of Highways England (HE).
- SCC, in partnership with WBC, had published the Woking Draft Local Transport Strategy (LTS) and Forward Programme (2014), which outlines all transport infrastructure currently required to support growth in Woking's Development Plan. This was due to be updated in September 2018.
- Congestion is a known issue in a number of locations in Woking, particularly in peak hours.
- The Sheerwater Link Road had reduced congestion in the surrounding area and improved access to Sheerwater's business parks.
- A range of studies conducted by SCC to determine the impact of future development on existing transport infrastructure capacity had identified the A320 and A245 as corridors likely to experience an increase in traffic. Areas of the Borough most likely to be affected by proposed development would be Woking Town Centre, West Byfleet District Centre, and the area south of Woking.
- Whilst even the highest growth scenarios wouldn't be significant enough to cause major disruption or require significant improvement measures, other types of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required to promote and manage the additional demand generated by future development.
- Key requirements had been included in the policies of the Site Allocations DPD, guided by SCC and Highways England feedback, to ensure developers submit Transport Assessments and Travel Plans where appropriate to identify impacts of development and set out any necessary mitigation measures. In addition, land had been allocated in the DPD to facilitate delivery of new/improved transport infrastructure. Finally, schemes which do not require the safeguarding of land are included in the Council's CIL Regulations 123 List, and Woking's Local Transport Strategy and Forward Programme.
- An A320 corridor study had been conducted in partnership with SCC, Runnymede and Surrey Heath Borough Councils to identify a strategy to address existing and forecast issues along the corridor and ensure that future demand in the network would not create severe impacts and/or undermine economic growth. A Housing Infrastructure Fund (HIF) bid had been submitted to fund the delivery of mitigation measures along the corridor.
- The Council had worked with SCC to identify mitigation measures at the A245 Byfleet Road / B365 Seven Hills Road junction. This work would take into account Highways England proposals to improve the M25 junction 10 / A3 interchange.

Bus services

- A number of improvements to bus facilities had improved existing capacity in the Town Centre, and the route serving St Peter's Hospital and Heathrow Airport.

- A number of improvements to the local bus network had been identified in the Local Transport Strategy and Forward Programme to accommodate future growth in the Town Centre, and in West Byfleet. In addition, SCC had indicated where key requirements should be included within site allocation policies to ensure developers submit a Transport Statement / Transport Assessment to specifically assess the on-site or adjacent bus infrastructure required to mitigate traffic impacts of any proposal coming forward.

Railway infrastructure and services

- The Borough is served by five railway stations (Woking, West Byfleet, Worplesdon, Brookwood, and Byfleet and New Haw), operated by South Western Railway.
- Capacity to meet housing growth has been identified as an issue on the Woking to London Waterloo route during peak hours. A number of interventions had been identified to accommodate projected growth from housing development, including, most significantly, the Woking flyover and additional platform 6 schemes for delivery in Control Period 6 (2019 to 2024). Land had been allocated in the Site Allocations DPD for a transport interchange hub at Woking Railway Station and Victoria Arch, to include a number of rail service capacity improvements as well as the junction grade separation known as Woking flyover. Detailed costings were being drawn up by Network Rail.
- It was anticipated that both Woking and West Byfleet stations would benefit from Crossrail 2 services by released capacity, specifically through journey time benefits.

Walking and cycling infrastructure

- Woking's Local Transport Strategy and Forward Programme considers the Borough to have a good level of walking and cycling infrastructure, with several improvements delivered via the Cycle Woking and Travel SMART programmes.
- The Surrey Transport Plan identifies that there are still gaps in the strategic walking and cycling network in Woking. Various schemes have been identified and included in the Local Transport Strategy and Forward Programme to improve network connectivity and safety, and mitigate traffic impacts from future growth.
- A Local Cycling Plan would be developed for the Borough, setting out measures to improve walking and cycling infrastructure capacity. These Plans would provide SCC with a basis for funding bids to support investment in infrastructure.
- SCC had also identified where key requirements should be included in site allocation policies to ensure developers assess on-site or adjacent walking and cycling infrastructure capacity (as part of Transport Statements/Assessments), and identify any appropriate mitigation measures as part of proposals coming forward.
- In addition, land had been allocated to facilitate the delivery of Woking Integrated Transport Package, Victoria Arch and Woking Station Multimodal Transport Interchange Hub. Outputs would include wider pavements for pedestrians, and dedicated cycle lanes.

Updated Position

Overview

5.2 This chapter covers the provision of transport infrastructure within Woking Borough Council's administrative area as well as cross-boundary projects, including highways, walking, cycling and public transport. Information in this update has been supplemented by discussions with transport infrastructure planners at Surrey County Council.

5.3 The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Transport Assessments to support Site Allocations DPD, available under 'Transport and accessibility' at: https://www.woking2027.info/ldfresearch
Surrey County Council Representation in response to Regulation 19 Consultation, 17 December 2018
The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Highways England Representations in response to Regulation 19 Consultation and Main Modifications Consultation (December 2018 and November 2020 respectively)
Surrey County Council Transport Planning Teams – meetings and ongoing correspondence
Correspondence with WBC Major Development Project Managers
Housing Infrastructure Fund (HIF) Submission, December 2018
Woking HIF Paramics Modelling , November 2018
MHCLG and Homes England Housing Infrastructure Fund (HIF) Business Case Questions – A320 North of Woking Scheme
Surrey County Council Fourth Local Transport Plan (LTP4) ISA Scoping Report, December 2020
Report to Surrey County Council on Housing Infrastructure Fund Forward Funding for A320 North of Woking, October 2020
Victoria Arch Widening Scheme Newsletters (various)
Local Cycling and Walking Infrastructure Plan (LCWIP) for Woking, March 2020
Transport Strategy for the South East , June 2020, and supporting publications, available at: https://transportforthesoutheast.org.uk/publications/
Network Rail, Wessex Route Strategic Plan 2019 to 2027 , March 2019
A New Rail Strategy for Surrey, March 2021, available at: https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=77778
Surrey County Council Draft Woking Forward Programme to accompany SCC's Transport Strategy (February 2021, draft to be approved and unpublished).
Transport for the South East 'Covid-19 recovery scenarios: opportunities for a more prosperous and sustainable South East (January 2021), available at: https://transportforthesoutheast.org.uk/app/uploads/2021/03/Covid-19-recovery-scenarios-Final-report-Jan-2021.pdf

5.4 The draft Woking Local Transport Strategy (LTS) and Forward Programme (September 2018) is part of the Surrey Transport Plan (LTP3) and supports the delivery of Woking Core Strategy. The forward programme identifies short, medium and longer term schemes and packages of measures which seek to deliver improvements in line with the Strategy's objectives and identified problems and issues. The 2021 IDP Schedule has been updated to reflect the latest draft Forward Programme, and includes newly identified schemes, costs, and sources of funding.

5.5 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL) – the Council's Infrastructure Funding Statement identifies transport infrastructure as a priority towards which CIL can contribute;
- Capital funding by SCC, including government grant funding 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);

- 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;
 - Capital grants from the Department for Transport for enhanced walking and cycling provision, such as the Active Travel Fund; and
 - Capital grants from the Department for Transport, in particular through the Office for Zero Emission Vehicles, for electric vehicle infrastructure including chargepoints
- 5.6 Surrey County and Woking Borough Councils work with Transport for the South East (TfSE) to identify infrastructure priorities across the county. TfSE funding comprises contributions from its constituent authorities, alongside government grant funding from the Department for Transport. TfSE aim to publish a Strategic Investment Plan in 2022, setting out a prioritised programme of investment for the region.
- 5.7 TfSE is also studying the potential implications of the Covid pandemic on future travel demand patterns. The report³⁷ recognises that many people who formerly worked in London are now working from home in the South East; that in the future there may be an increase in the number of individuals relocating permanently to the TfSE area from London. A range of potential recovery scenarios will need to be periodically reviewed as the pandemic recovery progresses. The results of this work will allow TfSE to test the schemes and initiatives put forward in its Investment Plan and deliver the best outcomes for the South East region.
- 5.8 At a borough-wide scale, the government has encouraged Local Planning Authorities to continue their plan-making activities during the Covid-19 crisis. Infrastructure investment is seen as critical to the recovery from Covid-19. In a challenging period for the construction industry, there needs to be certainty that new infrastructure will be built to unlock sites across all areas of the borough to address any viability problems before they arise. The following IDP chapter therefore continues to focus on transport infrastructure capacity and required schemes to meet growth in demand as envisaged by the Core Strategy and the draft Site Allocations DPD.
- 5.9 Since the 2018 IDP was published, Highways England has provided further feedback on the capacity of the SRN to accommodate planned growth. Highways England are supportive of the improved focus on sustainable principles underpinning the transport improvements at Woking Railway Station (site UA7, allocated to deliver bus/rail interchange, railway flyover and Victoria Arch improvements); and are supportive of proposals that consider measures which manage down demand and reduce the need to travel - infrastructure improvements on the SRN should only be considered as a last resort. Development proposals coming forward which are likely to generate significant traffic or lead to impacts on the SRN comply with key requirements of site allocation policies which require the submission of detailed Transport Assessments and Travel Plans in accordance with policy CS18: *Transport and accessibility*. Transport Assessments will fully assess the impacts of development (direct or cumulative) and identify appropriate mitigation measures; and Travel Plans will set out how the travel needs of occupiers and visitors will be managed in a sustainable manner. Developer contributions (either through planning obligations or through CIL) will be secured to implement any necessary transport mitigation schemes. Highways England will continue to be consulted on development proposals as part of the development management process.

³⁷ TfSE (January 2021) 'Covid-19 recovery scenarios: opportunities for a more prosperous and sustainable South East', available at: <https://transportforthesoutheast.org.uk/app/uploads/2021/03/Covid-19-recovery-scenarios-Final-report-Jan-2021.pdf>

Delivery Update - The Road Network

- 5.10 The 2018 IDP describes how transport modelling was conducted jointly with SCC for various growth areas of the Borough to establish key capacity constraints on the highway network to deliver the planned level of growth in the Borough to 2027, and enable infrastructure solutions to be found to any identified issues. The network improvements were included in the IDP Schedule, and subsequently the CIL Regulations 123 List (transport schemes for which developer contributions would be sought), and any land required to deliver network improvements was allocated in the draft SA DPD.
- 5.11 The following section provides an overview of progress with scheme funding and delivery as identified in the IDP Schedule and SCC's Forward Programme. The Forward Programme is a 'live document' which is updated at regular intervals – it was most recently updated in February 2021 to reflect newly identified walking and cycling infrastructure needs to meet planned growth (see section below).

Town Centre Schemes

Woking Integrated Transport Package (WITP) (£29.5m as at December 2020)

- 5.12 Facilitated by a combination of developer contributions and Enterprise M3 LEP funding, this multi modal transport infrastructure improvement project has been designed to significantly enhance traffic flow in the area, and to mitigate traffic impacts caused by approved and forthcoming major development proposals in the Town Centre. The project is funded by a grant of £11m from the Enterprise M3 LEP, and £12.5m to be financed by the Council from a range of developer contributions.
- 5.13 As outlined in the 2018 IDP, the project supports a number of employment and/or housing development sites that are either approved or proposed. In particular, the highway and public realm improvements underpin the ability to deliver the Victoria Square development (allocated site UA9 in the 'Regulation 18' version of the Site Allocations DPD but subsequently removed once development had commenced).
- 5.14 Despite the challenges of Covid-19, the delivery of Woking's new highways has remained largely on schedule, although economic consequences of the pandemic have led to delayed development coming forward. This has led to shortfalls in CIL income, and as of January 2021, only £1.25m of CIL contributions towards this particular project have been collected. Alternative funding options are being considered as part of the Council's Investment Programme 2020/21-2024/25 – the WITP project may have to be financed from borrowing until future CIL contributions are received.

- 5.15 As at December 2020, the majority of works in phases 1 to 3 had been completed:

Description	Projected start	Anticipated completion (2018 IDP)	Revised completion (as at December 2020)
Phase 1: Improvements to Goldsworth Road and junction with Victoria Way	January 2016	October 2020	March 2021
Phase 2: High Street to Broadway improvements	January 2017	October 2020	October 2020
Phase 3: Victoria Way from Church Street West to Council Offices – creation of a bus lane as well as new bus stop by The Lightbox and Living Planet Centre	June 2017	June 2018	June 2018

Phase 4: Church Street West and Church Street West Junction with Victoria Way – improved highway layout	April 2020	August 2020	April 2021
Phase 5: final highway improvements to connect the previous four phases and facilitate the replacement of Victoria Arch by Network Rail	March 2020	December 2020	April 2021

Housing Infrastructure Fund (HIF) for the Victoria Arch Widening Scheme (£115m estimate)

5.16 The 2018 IDP highlighted an essential need for transport improvements to address capacity issues on the A320 Guildford Road, and at Victoria Arch bridge, to ensure the delivery of sustainable development in the Town Centre. As such, the Council (in partnership with SCC) applied to the Ministry of Housing, Communities and Local Government (MHCLG) for HIF grant funding. On 1 July 2019, the MHCLG notified the respective Councils that their application had been successful, and awarded WBC a £95million HIF Grant. The proposed scheme will enhance traffic flow in and out of Woking Town Centre, provide enhanced pedestrian and cycle access, and enhance the transport infrastructure capacity required to unlock 13 brownfield development sites in the town centre for housing and other uses. Widening of the bridge is a key element of the proposed Woking Flyover scheme (see Rail Infrastructure below).

5.17 The draft Site Allocations DPD has identified land in the town centre to deliver an indicative 1,264 residential units (1,251 units at the time of transport modelling outlined below). Despite this number being achievable from a site capacity perspective, further parametrics transport modelling was conducted to support the HIF bid³⁸ (November 2018). Several scenarios were modelled, using up-to-date transport and development data. The modelling provides evidence that the existing highway network is very sensitive to increased traffic levels, particularly during the morning peak, and that 1,251 units would lead to unreasonable network performance unless mitigation measures were introduced. The existing transport infrastructure was therefore considered to be insufficient to meet local need and projected demand, and reaffirmed that the Victoria Arch Widening Scheme would result in significant improvements in traffic capacity evidenced by a higher level of vehicle trips being able to take place during the assessment hours.

5.18 The modelling concluded that the scheme would result in significant improvements in local junction performance, with beneficial impact across the town centre as a whole. In turn, this could unlock additional housing developments in the town centre. The sites allocated in the draft Site Allocations DPD which are anticipated to benefit from this enhanced transport capacity include:

- UA13: 30-32 Goldsworth Road, GU21 6JT
- UA14: Poole Road Industrial Estate
- UA15: Big Apple/Rat and Parrot, HG Wells
- UA17: Griffin House, West Street
- UA25: The Crescent, Heathside Crescent
- UA31: Station Car Park, Car Park (East), Oriental Road
- UA32: Royal Mail Sorting/Delivery Office
- UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close
- UA36: Somerset House, Heathside Crescent.

5.19 There are three key phases of the scheme:

³⁸ WSP (November 2018) 'Woking HIF Parametrics Modelling', available at: <https://www.woking2027.info/allocations/sadpdxam/wspwokinghifparametricsmodelling.pdf>

- **Phase 1:** the acquisition of all property on an island site known as the 'Triangle Site', and the demolition of buildings situated there, to facilitate the widening of the highway (estimated cost £32.5m) – this phase began in September 2020;
- **Phase 2:** highway improvements on the road network on Station Approach, Victoria Road, Guildford Road, Victoria Arch Bridge and Victoria Way, including the removal of the existing one-way gyratory system and the introduction of a two-way carriageway – this will enhance traffic flow in and out of the town centre and also provide enhanced pedestrian and cycle access (estimated cost £17.5m) – scheduled to start Autumn 2021; and
- **Phase 3:** the replacement of the Victoria Arch Bridge with a widened bridge, allowing for four lanes of traffic – this will also support Network Rail's objectives of delivering a Woking Flyover which will expand the rail network capacity for the region (estimated cost £65m) – scheduled to start early 2022.

5.20 In September 2020, demolition of the Triangle site commenced, setting a clear path and certainty for the project's four-year delivery plan. In tandem, Network Rail is working on outline designs and an outline business case for the railway infrastructure elements of the scheme (see section below). Next steps include finalising the cycle infrastructure design (amended to take into account Department of Transport's new guidance³⁹); bridge and highway detailed design coordination; statutory authority utilities diversions; aligning bridge and highways project programmes; and preparing road diversion proposals. This major infrastructure project remains on track for completion in March 2024.

5.21 The Community Infrastructure Levy Topic Paper, and recent iterations of the IDP, identified a significant infrastructure funding gap for transport infrastructure delivery. The HIF grant will help bridge this funding gap and facilitate housing development delivery in the Town Centre. The total cost of the project is estimated to be £115 million, with the remaining £20 million met by both Woking Borough Council and Network Rail.

Cross-boundary Schemes

5.22 The 2018 IDP described how projected growth in the borough might impact the local and strategic road network in neighbouring boroughs (and visa-versa), and how a pan-Surrey cumulative transport assessment had identified capacity issues on the A320 corridor. The following section provides an update on the actions taken since 2018 to address cross-boundary capacity issues identified in these and subsequent studies.

Housing Infrastructure Fund (HIF) for the A320 North of Woking (Runnymede Borough)

5.23 The 2018 IDP described how Woking Borough Council was working in partnership with SCC, 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 A320 corridor, and ensure that future demand on the network from housing growth would not create severe impacts and/or undermine economic growth.

5.24 In Autumn 2020, SCC accepted the funding award of £41.8m for the A320 North of Woking Housing Infrastructure Fund (HIF) Forward Funding scheme. The A320 North of Woking is an arterial corridor south of Chertsey connecting a number of villages, international business locations (including McLaren Technology Centre), a regional hospital and Junction 11 of the M25. It currently suffers from significant congestion and

³⁹ DfT (July 2020) Cycle Infrastructure Design: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf.

the constraint is preventing new growth from sites that will feed into the road and access the hospital, retail centres (including Woking) and the SRN. The project scope comprises works to 8 junctions and links as well as Junction 11 of the M25, which Highways England expects to be beyond its capacity by 2033. The scheme is designed to enable housing by providing additional capacity, reducing congestion and creating a more robust corridor. Preliminary project design and detailed funding and legal agreements are progressing, and will be monitored. An extension to the March 2024 completion date is being sought to take into account the impact of Covid-19.

- 5.25 The proposed schemes situated within Woking were not included in the final A320 North of Woking bid, but have been captured as a residual project for consideration in the pipeline of future transport schemes which are currently being assessed and prioritised through the Surrey Infrastructure Plan work. The junction improvements identified in the A320 corridor study have therefore been retained in the IDP Schedule (and continue to be identified in the Forward Programme), as these mitigation measures are necessary to address cumulative impacts of development with neighbouring boroughs. This includes junction improvements at the six crossroads roundabout, for which land is allocated in the Site Allocations DPD (Policy GB6).

Highways England M25 junction 10 / A3 Wisley Interchange Scheme (Elmbridge Borough)

- 5.26 The 2018 IDP described how although the A3 bypasses the Borough, there are a number of access points to the A3, such as the junction east of Byfleet, that can cause congestion at peak times. Transport modelling conducted to support the preparation of the draft Site Allocations DPD had identified potential mitigation measures to address possible impacts at the junction of A245 Byfleet Road with B365 Seven Hills Road, along the A245 corridor (see section below on 'A245 Corridor Updates' for further details). The 'Potential Mitigation' study concluded that the overall performance of the modelled network significantly improves with removing the impedance to vehicle speeds on the A245 Byfleet Road eastbound downstream of the roundabout junction of A245 and B374 Brooklands Road. It is anticipated that Highways England's M25 junction 10/A3 Wisley interchange scheme will reduce this impedance to vehicle speeds, and improve the capacity of the A245 corridor.
- 5.27 Highways England has applied to the Secretary of State for a Development Consent Order (DCO) to authorise the junction improvement proposals⁴⁰. The scheme recognises that various communities, including Byfleet, are affected by traffic using local roads to access the A3 and M25. This has informed the scheme objectives, which include supporting projected population and economic growth in the area – the additional highway capacity provided by the scheme can be directly linked to the likelihood that planned growth in the area can be feasibly delivered. The scheme aims to improve traffic flows along the local roads that cross the A3 at these junctions, including the A245. The DCO examination was completed in mid-July 2020. The Secretary of State was originally due to make a decision by 12 January 2021, but the deadline has been extended to November 2021 to enable further consultation on the application, including on the question of appropriate provision of replacement land to compensate for the proposed special category land to be compulsorily purchased under the DCO. The start of works was planned for spring 2022, but this may be impacted by the extended decision

⁴⁰ Planning Inspectorate Scheme Reference TR010030; Application Document Reference TR010030/9.153. All documents available to view on the National Infrastructure Planning website here: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-10a3-wisley-interchange-improvement/?ipcsection=overview>.

deadline. Balfour Beatty Atkins has been contracted to build the scheme, with improved infrastructure anticipated to be open for traffic in 2023-24⁴¹.

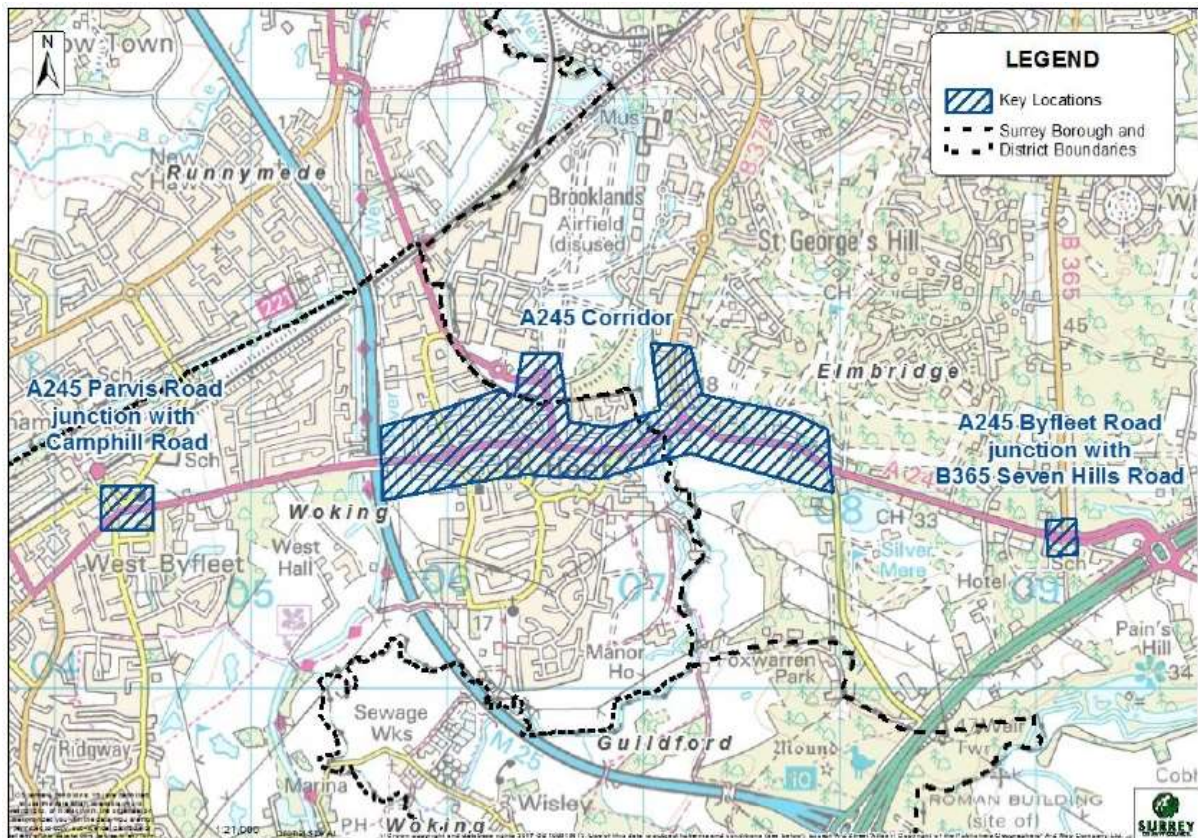
West Byfleet/Byfleet Schemes

- 5.28 In addition to the large-scale schemes outlined above, the 2018 IDP identified a number of areas on the wider road network that would require mitigation to accommodate proposed development, taking into account the spatial distribution of growth envisaged by the emerging Site Allocations DPD. Transport assessments supporting the preparation of the Core Strategy concluded that whilst significant highway infrastructure improvement measures on the wider road network were not considered necessary, a range of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required to promote and manage additional demand generated by future development.
- 5.29 Additional transport modelling⁴² was undertaken to focus on areas of the Borough that are forecast to be most affected by the increased number of trips on the network resulting from Core Strategy and draft SA DPD scenarios. The 2015 transport modelling investigated the transport impacts of committed and planned commercial and residential development in Woking Borough, plus 592 residential dwellings on Green Belt land at West Byfleet, to 2026. It forecast a total of 404 additional trips generated by new development for the weekday AM peak hour (0800-0900). Whilst this was found to generate only a small change to the wider transport network, a number of junctions and sections of roads in Pyrford, West Byfleet, Mount Hermon and Maybury were forecast to experience the greatest increases in flow and vehicle delay as a result of new development. The 'hotspots' were either existing problem areas that would be further exacerbated by new development, or were new problem areas.
- 5.30 Further transport modelling⁴³ was subsequently conducted to identify potential mitigation measures focusing on the areas in the east of the Borough forecast to be most affected by the increased number of trips on the network caused by new development. In order to address the impacts identified on the areas of the network identified in previous assessments, it was decided that potential mitigation schemes needed to be identified along the A245 corridor. The following key locations were studied in further detail:

⁴¹ According to timelines set out in Highway England's Delivery Plan 2020-2025 available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910866/5-year_Delivery_Plan_2020-2025_FINAL.pdf.

⁴² SCC (January 2015) Green Belt Boundary Review Sensitivity Test Strategic Transport Assessment

⁴³ SCC (October 2017) Woking Local Plan Potential Mitigation Report



5.31 Table 10 below summarises the different elements that were modelled as part of the study, and their associated mitigation proposal. Full details of capacity improvements can be found in the 'associated annex' of the study itself.

Element	Mitigation description	Associated annex of study	Further actions identified in the study
Chertsey Road roundabout	Generate additional capacity by widening the carriageway on the roundabout to allow two vehicles to navigate the roundabout adjacent to one another	G	Further, more precise modelling of the effect of expanding the junction, to understand how altering the layout of the roundabout might improve traffic conditions. Model in ARCADY
Brooklands Road Roundabout (in Elmbridge borough)	'Keep Clear' box to improve southbound movement along Brooklands Road and reduce blocking on roundabout (as well as targeting delays further up the A245 eastbound to mitigate congestion on this section of the A245)	D	
A245 j/w B365 Seven Hills Road (in Elmbridge borough)	Mitigation Option 2 is preferred option - two left turn only lanes and rationalisation of signals from four stages to three to increase the green time to traffic	E	Implementation would require further detailed design. Compatible with Highways England proposals for M25 junction 10 / A3 interchange. The A245/ B365 Seven Hills Road junction scheme is being taken forward by Highways England as part of the M25 J10 scheme, due to be determined in November 2021.
A245 j/w Camphill Road	Full upgrade of signal equipment to a system that continually optimises the stage timings on street - likely conversion to MOVA. Accompanied by	F	

	on-street validation and monitoring of the site to ensure upgraded systems work efficiently.		
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Table 10: Mitigation Proposals on the A245 Corridor

- 5.32 The modelling Impacts identified on the A245 corridor are likely to require mitigation via 'hard' (e.g. engineering measures) or 'soft' (travel plan implementation encouraging travel by sustainable modes) measures, or a combination of both.
- 5.33 Key requirements of policies allocating land located in the Byfleets area require developers to conduct detailed Transport Assessments/Transport Statements and Travel Plans to further assess impacts on transport infrastructure and identify appropriate mitigation measures, taking the impacts of cumulative development planned in the area into account. Whilst the trip generation estimates used for the purposes of SCC's strategic transport modelling project can be taken into account, developers are expected to adopt and refine bespoke assumptions in their transport assessments, based on up-to-date circumstances at the time of preparing a planning application.
- 5.34 SCC have incorporated the mitigation schemes into the latest Forward Programme, and they are also reflected in the latest IDP Schedule in Chapter 3 of this report. Since the study was conducted, SCC have confirmed that the A245 / B365 Seven Hills Road junction is being taken forward as part of the M25 J10 scheme described in para 4.27 above.
- 5.35 These mitigation options are in addition to the non-motorised user (NMU) mitigation measures identified in the Forward Programme, and those NMU measures arising from transport assessments conducted as part of the development management process when proposals come forward for consideration (in response to key requirements incorporated into site allocation policies). The Sustainable Transport section below provides a detailed update.

Delivery Update – Sustainable Transport Modes

- 5.36 The following section identifies progress with sustainable transport infrastructure projects described in the 2018 IDP – in particular, Woking's Sustainable Transport Package - and reports on newly identified schemes. Investment in cycling, pedestrian and bus infrastructure was identified in the 2018 IDP as essential in accommodating additional movement generated by substantial development growth. Since the last IDP review, substantial additional investment will be required in walking and cycling infrastructure to match the government's Gear Change agenda, keep pace with high levels of active travel investment elsewhere, and fulfil Woking's potential for many more journeys to be walked and cycled, with associate economic, health and environmental benefits.
- 5.37 Since the IDP was last reviewed, there has been a concerted effort to improve walking and cycling provision in the Town Centre, including the construction of the Bedser Bridge over the canal, public realm works in the High Street area, provision of Woking railway station's 'Cycle Hub', and new cycle connections being provided as part of the WITP outlined above. However, there are still substantial gaps in the coverage and quality of walking and cycling networks in Woking, if walking and cycling are to become the 'natural choice' for short journeys (and short parts of longer journeys) as per the Government's ambition.

Woking Sustainable Transport Package (WSTP) (£4.4m estimate) (incorporating previous plans cited in the 2018 IDP for a Woking Station Multimodal Transport Interchange Hub)

- 5.38 The WITP and Victoria Bridge Widening schemes outline above will improve walking and cycling routes in the Town Centre. The Woking Sustainable Transport Package (WSTP) complements the WITP, and aims to provide a sustainable transport package for walking and cycling infrastructure to support access to employment sites and to rail stations in Woking. By improving links between employment sites in the town centre and other employment areas such as Goldsworth Park, Sheerwater Business Park, Brooklands and Byfleet Industrial Estate, a more holistic use of the transport system will be made available, easing congestion on the road network and accommodating development growth.
- 5.39 The project will be delivered in phases, running from January 2019 to May 2021. The first phase is funded through a successful bid by Surrey County Council to Enterprise M3 LEP for £3m Local Grant Fund, together with additional funding from Woking Borough Council. This phase of the project will introduce enhanced provision for cyclists on two north-south routes through the town centre including a new bridge for pedestrians and cyclists over the canal adjacent to the existing Lockfield Drive highway bridge. Additionally it will provide some enhancements to public realm in Woking Town Centre to make walking a more attractive and convenient choice, and introduce enhanced infrastructure to support bus travel including redesigned and newly accessible bus stops, real-time passenger information screens and shelters, an enhanced interchange environment at Woking railway station and changes to the highway at locations where buses can experience delays. The project aims to encourage more people to travel by sustainable modes and thus reduce congestion, pollution and encourage more people to live healthier lifestyles.
- 5.40 The detailed schemes are:
- Victoria Way cycle scheme (estimated cost £512k)
 - Lockfield Drive new pedestrian and cycle bridge connecting the improved Victoria Way cycle and footway provision with the canal towpath from the west of the borough (estimated cost £800k)
 - Town Centre link from Chobham Road to Woking station (estimated cost £958k)
 - Western Quality Bus Corridor package (estimated cost £1.530m)
 - Woking rail station entrance scheme (estimated cost £600k)
- 5.41 The improvements to the interchange between train and bus on the north side of the railway station are being delivered as part of the WSTP, and are anticipated to include an enlarged station entrance, and improved waiting environment for passengers boarding buses on The Broadway.
- 5.42 As this scheme is designed to increase transport capacity to support development in the Town Centre, it is intended that Council's contribution towards the scheme (£1.4m) be funded through CIL and S106 developer contributions.

Other sustainable transport infrastructure schemes

- 5.43 Following the publication of Government's Cycling and Walking Investment Strategy in 2017⁴⁴, SCC and WBC have worked together to develop the Local Cycling and Walking Infrastructure Plan for Woking (LCWIP) (March 2020)⁴⁵, which identifies how investment

⁴⁴ DfT Cycling and Walking Investment Strategy (2017):
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918442/cycling-walking-investment-strategy.pdf

⁴⁵ SCC (February 2020) Woking Local Cycling and Walking Infrastructure Plan:
<https://www.woking.gov.uk/sites/default/files/documents/Nature/Woking%20LCWIP%20-%20Draft.pdf>

might best be made to grow rates of walking and cycling in Woking. LCWIPs are a new approach, devised by the Department for Transport, to improve walking and cycling networks in local areas. Woking's LCWIP is one of the first in the UK.

5.44 The plan has been guided by SCC's agreed Cycling and Low Emissions Transport strategies, as well as Woking's Development Plan for the Borough. During its preparation, the plan evolved to reflect WBC development priorities and future strategic planning. The plan has identified a need to invest in the condition and quality of walking and cycling infrastructure to encourage more journeys to be made on foot or bike, and free up capacity on the road network. This investment will make cycling and walking more attractive, and play an important role in keeping people and freight moving despite substantial growth in new housing and business development.

5.45 The measures in the LCWIP are intended to build upon the WITP and WSTP infrastructure improvements, to reach more of Woking's neighbourhoods with better quality facilities, connecting them to the town centre and to each other. A number of priority walking and cycling routes have been identified where early investment has the greatest potential to increase rates of walking and cycling – these have been added to the latest Forward Programme, and to the IDP Schedule. In summary, they include:

Creating safe, convenient and convivial walking routes into town via:	Transformation (or introduction) of cycle facilities in line with best practice (e.g. Local Transport Note 1/20) on:
W3 Chertsey Road route, from Horsell Common to railway station	C1 Europa Trail – linking Woking Town Centre with Horsell High Street
W4 Maybury Road route	C3 Lockfield Drive route
W6 Maybury Hill route – canal to College Road section	C5 Saturn Trail on the canal towpath (Arthur's Bridge to Monument Road)
W9 White Rose Lane route – railway station to Woking College section, through Woking Park	C10 Ceres Trail from Woking to West Byfleet, through Sheerwater (The Broadway to Albert Drive)
W12 Horsell route – from High Street using footpaths by St Andrew's School and Horsell Common	C11 Deimos Trail, along Oriental Road (funding through WSTP Phase 2)

5.46 Maybury Road and Maybury Hill areas, and footpaths in the Horsell area, find themselves on the list for first-phase improvements in terms of both walking and cycling. In these areas, it will be particularly important for proposed improvements to give both walkers and cyclists the facilities they need, with complimentary rather than conflicting improvements. SCC will seek to establish a new project to deliver coordinated improvements to the priority walking and cycling routes (with the exception of C11 Deimos Trail, which is expected to be improved as part of the emerging Woking Sustainable Transport Package Phase 2 project), and explore options for how such a project could be funded.

5.47 Most recently, in response to the coronavirus pandemic, the Department for Transport announced a £250m emergency funding package to support active travel (the 'Active Travel Fund'). On 13 November 2020 it was announced⁴⁶ that Surrey had been allocated £6.446m to carry out a phase of works for a number of active travel schemes. The bid submitted to the DfT⁴⁷ recognises Woking's plans for future growth, with distinct areas expected to be affected by additional trips generated by development, particularly Woking Town Centre and West Byfleet. One of the nine proposed schemes includes the development of significant cycling improvements to the Woking to West Byfleet corridor (via Madeira Road), as identified in the Woking LCWIP. The project would result

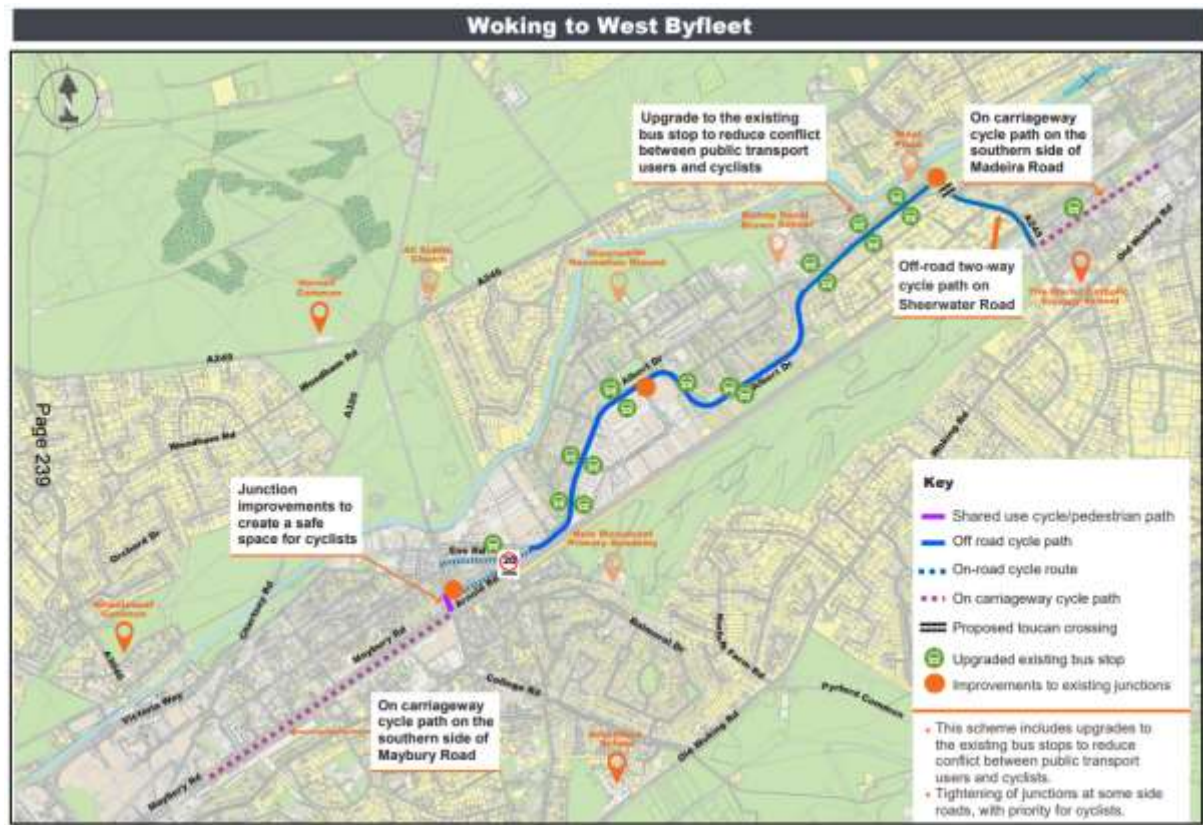
⁴⁶ Active travel fund: final allocations (13 November 2020):

<https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations>

⁴⁷ Active Travel Fund Tranche 2 Funding Bid, including Woking to West Byfleet Concept Plan: <https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/surreycovidnortheast/200715%20T2%20Proforma%20-%20SCC%20FINAL%20SUBMISSION.pdf>

in a continuous cycle route between Woking and West Byfleet including cycle segregation and some shorter sections of shared cycle/footway path. The proposals will also improve connections to Sheerwater and Maybury Estates, identified as Priority Places in the Core Strategy; as well as support trips to West Byfleet and Woking rail stations from both the residential and employment areas which lie in between the two stations. SCC is currently consulting with a range of key stakeholders with a view to ranking the schemes in order of priority, followed by detailed design and completion by April 2022.

Figure 5: Woking to West Byfleet active travel infrastructure proposals (Source: SCC Active Travel Programme, March 2021)



- 5.48 Those schemes that are unsuccessful in being prioritised for delivery will remain on the Forward Programme for future funding opportunities and reviewed through the LCWIP programme.
- 5.49 As well as identified priority routes, the Forward Programme includes a suite of targeted improvements at various locations across the Borough as identified by audits implemented during the LCWIP preparation. SCC aims to work with WBC to implement these as development comes forward.

5.50 Typical improvement measures include:

Walking	Cycling
<ul style="list-style-type: none"> Introducing new footways and paths, where these are observed to be missing Re-surfacing footways and paths, and improving drainage where needed Widening footways and paths where there is the opportunity to do so, particularly at ‘pinch point’ locations where the path narrows Installing new or upgraded crossings, or relocating crossings to better suit pedestrian desire lines 	<ul style="list-style-type: none"> High-quality cycle facilities 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; Lowering speed limits on roads with low traffic volumes, so cyclists can share the carriageway;

<ul style="list-style-type: none"> • Making it easier for pedestrians to cross at road junctions, for instance by using refuge islands to reduce crossing distance and tightening corner radii to slow traffic at these safety critical locations • Installing or modernising accessibility features, such as dropped kerbs and tactile paving • Introducing places of interest and places to shelter and rest along routes, to encourage more people to spend time on the route, increasing the number of 'eyes on the street' and thereby personal security • Installing traffic calming features and/or reviewing the speed limit on local streets • Removing, relocating or upgrading street furniture and boundary markers which are damaged, obstructive or overbearing • Installing CCTV and/or lighting for security and reassurance, particularly after dark • Upgrading bus stops where shelters or poles are damaged, or where there is not enough width for pedestrians to pass waiting bus passengers • Reviewing traffic light timings to give pedestrians time to cross, and reduce waiting times where practical • Relocating parking, or introducing parking restrictions • Separating walkers and cyclists at conflict locations • Introducing improved wayfinding • Introducing hazard signage 	<ul style="list-style-type: none"> • Priority for bicycles going straight on over side roads; • Priority for bicycles at difficult junctions e.g. an advanced green light for cyclists or an all-cycle green phase, with cycle movements permitted; • Permit and facilitate cycle movements in all directions at junctions; • 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; • Resurfacing facilities used by cyclists where needed.
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5.51 The LCWIP and Forward Programme will provide SCC with the basis for funding bids to support investment in cycling and walking infrastructure. Potential funding sources include through developer contributions in the form of CIL or planning obligations where the improvement measures can address traffic impacts of development coming forward.

5.52 In addition to the LCWIP schemes, SCC has been engaged at key stages of the SA DPD preparation process to identify potential walking and cycling improvements within and in the vicinity of proposed sites. Areas identified for potential improvement were subsequently highlighted within key requirements of the relevant site allocations policy, to be further assessed as part of the Transport Assessment submitted with a planning application.

Delivery Update – Rail Infrastructure

5.53 The 2018 IDP identified quality and capacity issues with the present rail infrastructure. Pre-pandemic, Woking continued to be one of the busiest rail stations on the South Western Main Line corridor, with 7.4m station entries and exits in 2019/20 (down from 7.7m in 2018/19). The main driver of demand for rail travel in Woking is for commuting for work, with a significant majority of passengers boarding at Woking being destined for London. Woking was found to be the fifth busiest station in the south east region in 2019/20, with London Waterloo continuing to be the busiest station in the UK⁴⁸.

⁴⁸ Office of Rail and Road estimates of station usage, available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>



Figure 6: Office of Rail and Road estimations of station usage in Woking borough (website accessed February 2021)

5.54 Reductions in usage during 2019/20 at Woking station are attributed to engineering works and strike action towards the end of 2019, and national restrictions on travel towards the end of March 2020 due to COVID-19 lockdown restrictions. COVID-19 has seen passenger demand drop by over 90% across Surrey's rail network (see Figure 7).



Figure 7: South Western Railway passenger journeys by financial year (source: Office of Rail and Road website, accessed February 2021)

5.55 These challenges are recognised in Surrey's new Rail Strategy⁴⁹, commissioned by SCC in April 2020. It demonstrates how commuter patterns were already changing before the pandemic, as rail commuters were increasingly taking fewer trips per week with a growing likelihood that many workers will now work remotely and not return to commuting five days a week⁵⁰. As well as having profound impacts on demand for rail travel, COVID-19 may also impact the financing of railway infrastructure, with government investment constrained (£1bn was removed from the Network Rail CP6 budget in the November spending review).

5.56 The pandemic represents a very uncertain planning and operating environment, and Network Rail has begun to review and amend its business plans accordingly (to accommodate changes in passenger numbers, travel patterns and social distancing requirements). Focus may now shift away from delivering a large increase in capacity to meet growth in commuter demand, towards delivering improved reliability and flexibility. This could include new ticketing models for example, which are better suited to

⁴⁹ Draft available at: <https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=77778>

⁵⁰ Transport Focus 'Travel during Covid-19' (February 2021), available at: <https://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2021/02/12115246/Travel-during-Covid-19-survey-12-February-2021.pdf>

passenger needs and new work patterns, accompanied with a greater focus on service quality and reliability.

5.57 In the meantime, the Council continues to work with infrastructure providers to deliver transport infrastructure priorities to meet needs in Woking. Additional development planned for the town and district centres of Woking will generate extra patronage at rail stations across the Borough. This would primarily arise at Woking railway station, but also at West Byfleet station and to a lesser extent, Brookwood station. The following section provides an update on planned improvements to railway infrastructure that focus on:

- Network Infrastructure: upgrades to existing infrastructure which increase capacity and improve reliability; and
- Stations and access: interventions and policies which improve the accessibility of the railway and the stations on the network.

5.58 In addition to these schemes, rail operators aim to improve passenger experience through changes which impact how the railway is operated to encourage better services and how journeys are paid for, for example, through integration of bus and rail ticketing or comprehensive smart ticketing.

Network Infrastructure

5.59 The 2018 IDP points to the Wessex Route Study, published in 2015, which details the investment strategy for meeting future growth and demand on the railways in the period to 2043. In March 2019, the Wessex Route Strategic Plan⁵¹ was published, detailing the investment strategy for operations, maintenance and renewals in Control Period 6 (CP6) for the period 2019 to 2024, and looks ahead to CP7 (2025-2029). In the short-term it may be that there is less need for congestion relief schemes, and the government is currently reviewing its transport investments in light of the economic and transport changes. However, in the long-term there is a significant probability that demand will return and if investments in capacity are not made that crowding and reliability issues return⁵².

5.60 The key infrastructure interventions for Woking, led by Network Rail and include:

- **Woking Area Capacity Enhancement, including Woking Flyover (grade separation) and new Platform 6** – this is a scheme that is in development which will unlock the capacity constraint through Woking to enable the operation of additional services required for future demand provision. In March 2018, the Government introduced a new 'pipeline approach' to Rail Enhancements – a rolling programme of investment in five defined stages. Underpinning this new process will be the need for projects to demonstrate a robust business case as they progress through development to delivery; value for money, affordability and deliverability will always be key considerations in deciding which enhancements to progress. In October 2019, the DfT published its Autumn 2019 update⁵³ to provide an update to stakeholders on schemes which are progressing through the governance process. 'Woking Capacity Enhancement' – to facilitate an increase in the main line capacity, enabling up to 11 trains per hour at Woking high peak time – appears under 'Decision to Develop', where the project has progressed through the first

⁵¹ Network Rail (March 2019) 'Route Strategic Plan: Wessex Route' available at:

<https://www.networkrail.co.uk/wp-content/uploads/2019/06/Route-Strategic-Plan-Wessex.pdf>

⁵² Arup and SCC (March 2021) 'A New Rail Strategy for Surrey'

⁵³ Department for Transport (October 2019) 'Rail Network Enhancements Pipeline Autumn 2019 Schemes Update' available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953967/rail-network-enhancements-pipeline-document.pdf

development stage and is now working towards a single viable option to construct an Outline Business Case. The next step is 'Decision to Design' – the Outline Business Case will inform the decision to design a project and prepare it for a 'Decision to Deliver' (referred to by Network Rail as a Final Investment Decision), and finally, 'Acceptance' and deployment. The timescale is delivery by April 2024, with Network Rail as the lead delivery organisation.

- **Digital Railway** – this relates to the implementation of digital signalling technology on the South West Main Line between Woking and London Waterloo to accommodate extra capacity, improve performance and reduce headways. This offers capacity improvements sooner and at lower cost than conventional only enhancements – on the South West Main Line, it is anticipated that an additional four trains per hour for the three-hour peak could be delivered, totalling 30 trains per hour (assuming Woking Area Capacity Enhancements are delivered). The aim is that by 2029 (end of CP7), digital railway will operate on around 50% of the Wessex network, including all inner main and suburban lines, up to Woking, and by 2034 (end of CP8) on around 96% of the network. Lead delivery organisation is Network Rail.
- **Crossrail 2** – this is a proposed scheme to provide a cross London link between SW and NE London. In combination with other measures, the scheme would remove the capacity constraint on the South West Main Line between Surbiton and Waterloo and allow for an additional 13 trains per hour peak services forecast to be required by 2043. Schemes to provide grade separation at Woking Junction and an additional platform at Woking Station will also be required. Work was underway to prepare for the submission of a Hybrid Bill to Parliament in 2021, with construction starting in 2024, and funding made available by Transport for London and DfT. However, as part of TfL's emergency funding settlement, work on progressing Crossrail 2 towards a Hybrid Bill has been paused. The land continues to be safeguarded for the scheme's route from future developments, allowing the scheme to be revisited in the future.

5.61 Woking Borough Council and Surrey County Council continues to engage with the rail industry to support delivery of CP6 improvement schemes on the South West Main Line, in line with the Wessex Route Study and Strategic Plan. The New Rail Strategy for Surrey does not include Crossrail 2 as it is unlikely to be operational even in the long term. The marginal increases in capacity brought about by the SWML network interventions would therefore become even more significant in the absence of any major capacity increase brought about by Crossrail 2.

5.62 Network infrastructure enhancement projects will be funded and delivered separately on a rolling basis with the Department for Transport and third-party investors. The Woking Area Capacity Enhancement will be key to unlocking future main line capacity across the wider Wessex network. This will impact the ability to operate additional London-bound services as and when they are required, for example those at Brookwood and West Byfleet stations.

Stations and access to the rail network

5.63 Significant projected development in Woking Town Centre has justified the use of developer contributions to fund significant improvements to Woking railway station. Preceding sections have described how the Council, in partnership with SCC and Network Rail, have been working on the Victoria Arch widening scheme after being awarded HIF funding. Network Rail is responsible for the replacement of the Victoria Arch bridge, which as part of the wider scheme will contribute towards improving infrastructure capacity along the A320 - a critical arterial road through Woking. A detailed Network Rail governance arrangement is in place, to minimise and mitigate the

risks associated with delivery projects on an operational railway. The 'Governance for Railway Investment Projects (GRIP)' process is formed of a number of stages that must be worked through to ensure that any planned project delivery is as robust as possible (there is no direct relationship between GRIP and the Rail Network Enhancements Pipeline described above).

- 5.64 In March 2018, Network Rail was commissioned to undertake a detailed examination of bridge replacement options, funded by a LEP contribution of £523,000 and the Surrey Business Rates Pilot (£132,192). After shortlisting three options, Network Rail entered GRIP 3 – developing the three options to the point where one could be selected for detailed design and delivery. At the time of writing, Network Rail has entered GRIP 4 – 'single option development', where outline designs are being produced. Total project costs for this element of the scheme amount to £48.190m.

Table 11: The eight stages of the GRIP process for Victoria Arch bridge replacement

Initiate		Choose Option	Design		Build	Close	
GRIP 1 Output Definition	GRIP 2 Project Feasibility	GRIP 3 Option Selection	GRIP 4 Single Option Development	GRIP 5 Detailed Design	GRIP 6 Construction Test & Commission	GRIP 7 Scheme Handback	GRIP 8 Project Closeout
£0.555m		£1.136m	£3.488m	£5.818m	£37.143m	£0.025m	£0.025m
Completed		Completed June 2020	Commenced July 2020, complete by September 2021	Complete bridge replacement works by April 2023			

- 5.65 Network Rail are reviewing their approach to projects and intend to replace the GRIP process with Projects Accelerated in a Controlled Environment (PACE), designed to deliver projects more quickly, at lower cost, and at higher quality. WBC will continue to work with Network Rail to confirm the most appropriate governance and assurance framework for its projects.
- 5.66 Network Rail welcomes Woking's commitment to the safeguarding of land at Woking Railway Station for essential infrastructure improvements (site allocation reference UA7). The Council will continue to work with both Network Rail and SCC to develop plans for a solution which integrates the northern entrance into the town centre, and provides an enhanced gateway for the town. Station improvements have already progressed with new cycling facilities which, prior to COVID-19, had significant usage.
- 5.67 Whilst new development in West Byfleet and Brookwood may result in increased patronage at their respective railway stations, Network Rail have not indicated that improved facilities at these stations would be required in order to accommodate growth. However, this will continue to be monitored, and Network Rail will be engaged in the development management process as development proposals come forward.
- 5.68 Whilst infrastructure improvements at the stations themselves may not be necessary, the Local Cycling and Walking Infrastructure Plan (LCWIP) has identified a number of improvements that can be made to the transport links between settlements and stations. At Woking's suburban stations there are significant opportunities to improve active transport integration to local housing. The new cycle lane identified in the LCWIP runs close to West Byfleet station on Madeira Road and will better protect cyclists on Maybury Road on the approach to Woking from the east (see Figure 5 above). The areas of the network identified for improvement – including those to and from railway stations - have

been included on an up-to-date Forward Programme of schemes and reflected in the updated IDP Schedule in Chapter 3.

5.69 Several SA DPD allocations are in locations where development may have an impact on the operation of the railway network. Sites allocated adjacent to railway land and infrastructure include:

- 1-12 High Street and 26-34 Commercial Way (UA4)
- Forsyth Road Industrial Estate (UA27)
- Car Park (East), Oriental Road (UA32)
- Camphill Tip, Camphill Road (UA40)
- Car park to the east of Enterprise House, West Byfleet (UA41)
- Camphill Club and Scout Hut, West Byfleet (UA43)
- Land south of Brookwood Lye Road, Brookwood (GB1)
- Brookwood Cemetery, Brookwood (GB3)
- Nursery land adjacent to Egley Road, Mayford (GU7).

5.70 Network Rail has not raised any objection to these sites, but requests that future developers engage with Network Rail's Asset Protection Wessex team as soon as possible to ensure that any proposed development does not have a detrimental impact on the safety and operation of the railway network. Developers will need to consider Network Rail's standard guidelines and requirements⁵⁴ when developing sites located adjacent or in close proximity to railway infrastructure.

Funding and Delivery

5.71 Transport network capacity to be achieved through significant modal shift is critical to ensuring development potential can be realised in a sustainable way. All sites will need to ensure that they secure appropriate quality walking and cycling infrastructure integration as well as on/through site provision. Key requirements have been incorporated into site allocation policies seeking appropriate transport assessment and travel planning, as well as seeking a design which will secure good cycling and walking infrastructure, permeability and connectivity, in line with Core Strategy, county and national planning policies.

5.72 Transport infrastructure improvements will be funded and delivered by a variety of different mechanisms, including through the provider themselves or through developer contributions secured through the planning process. The IDP Schedule in Chapter 3 reflects schemes included in SCC's Forward Programme which accompanies its Transport Strategy, which support growth in the Borough.

5.73 Where contributions are secured to mitigate the impact of new development upon County Council transport infrastructure and services, SCC will use the approach set out in its Developer Contribution Guide (November 2020)⁵⁵, under section 4 'Highways and Transportation'. The Guide also sets out how the County Council delivers small-scale local highways schemes through the neighbourhood portion of CIL collected, such as vehicle activated speed signs. SCC will continue to work with Neighbourhood Forums and other groups on smaller highway or rights of way schemes that have been prioritised locally.

⁵⁴ Network Rail's suite of relevant standards are available here: <https://www.networkrail.co.uk/industry-and-commercial/third-party-investors/downloads-for-third-parties/>

⁵⁵ Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf

6. Flood Alleviation Infrastructure

Summary of 2018 IDP

6.1 A summary of the 2018 IDP is provided below.

Overview

- Flood risk in Woking is the responsibility of all Flood Risk Management Authorities, including SCC as Lead Local Flood Authority (LLFA); the Environment Agency (EA); Woking Borough Council (WBC) and private organisations. The EA has strategic oversight for national flood risk management and manages all main rivers, and SCC has responsibility for managing the risk of flooding from ordinary watercourses, surface water and ground water. WBC also deals with local flooding issues, having the same responsibilities over ordinary watercourses, and acts as Local Planning Authority – with a need to consider the impact new developments will have on flooding, and to listen to the advice provided by the LLFA concerning surface water drainage proposals for major developments. Water companies are responsible for managing their water and sewerage systems. The Surrey Flood Risk Partnership Board (SFRPB) is a local partnership of all organisations with a role to play in flood risk management.
- The Council is working in partnership with organisations such as the EA to deliver a programme of projects and investment over the lifetime of the Core Strategy to reduce pluvial and fluvial flood risk to existing and future communities in the Borough – as identified in the Strategic Flood Risk Assessment (2015) - including the Hoe Valley Restoration Scheme, Old Woking Flood Alleviation and Environmental Enhancement Scheme, Byfleet Flood Alleviation Scheme, Sutton Green Flood Alleviation Scheme and the Rainwater Garden Project.
- Flood alleviation schemes would be prioritised in the areas of greatest need due to limited sources of funding. Developer contributions could subsidise public sources of funding, but specific schemes had not been identified for consideration on the Regulations 123 List for CIL allocation.
- New development heightens the need to ensure that local drainage solutions are sustainable and do not increase the risk of flooding. The Site Allocations DPD was based on a sequential, risk-based approach to the location of development, taking into account the current and future impacts of climate change – sites in lower risk flood zones were prioritised over those exposed to a higher risk of flooding. Requirements were included within a minority of site allocations directing development away from small parts of the site falling within flood zones 2 and 3. This was conducted with involvement of the Environment Agency, who were satisfied that the sequential testing of sites met all necessary requirements.
- All sites were assessed by the Environment Agency and SCC as LLFA to identify potential impacts on flood risk, groundwater vulnerability, biodiversity, designated habitats and waterway contamination. This led to the incorporation of key requirements in site allocation policies setting out conditions for the need to conduct further investigation into soil and groundwater contamination, groundwater depth, flood risk, and surface water and wetspot flood risks.

Updated position

6.2 This section has been informed by written feedback from the infrastructure leads, supplemented by the following sources of information:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representations in response to Regulation 19 Consultation, December 2018

The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Environment Agency Representation in response to Regulation 19 Consultation (December 2018) and Main Modifications Consultation (November 2020)
Environment Agency correspondence and Statement of Common Ground (October 2019), available at: https://www.woking2027.info/allocations/sadpdexam/socgea
Surrey County Council SuDS Design Guidance (July 2019) and SuDS pro-forma template, available at: https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice
Woking Borough Council Flood risk engineering team engagement
Surrey Local Flood Risk Management Strategy, 2017, available at: https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/surrey-local-flood-risk-management-strategy
Planning practice guidance, Flood risk and coastal change, available at: https://www.gov.uk/guidance/flood-risk-and-coastal-change
Woking Borough Council Advice Note supporting the provision of a Surface Water Drainage Statement, available at: https://www.woking.gov.uk/sites/default/files/sudsadvice.pdf
Environment Agency flood risk datasets, accessed via Woking MapViewer (internal Geographical Information System)
Environment Agency's Sanway-Byfleet Flood Alleviation Scheme Website, available at: https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/
Environment Agency Flood risk assessments: climate change allowances guidance (February 2016, updated July 2020), available at: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

Planned Provision – Delivery Update

- 6.3 The Council continues to work with its partners to improve flood resistance and resilience in the Borough. Activities can take many forms from large-scale flood alleviation projects, to smaller-scale interventions that reduce the risk of flooding, whilst implementing a rolling programme of ordinary watercourse/ditch infrastructure maintenance. Capital investment in these schemes are supported by site-specific infrastructure requirements to reduce the risk of flooding, such as sustained drainage systems.
- 6.4 Since the 2018 IDP, the following progress has been achieved with flood alleviation projects:
- **Sutton Green Flood Alleviation Scheme** – construction for additional storage along the existing highways drainage network started towards the end of 2020 and was completed in early 2021, at a cost of £234k. The increased channel capacity has served to protected 22 homes from a 1 in 100 year surface water flood event.
 - **Rainwater Garden Pilot Project** – a lack of capacity within the highway gullies and main surface water sewer caused rainwater to surcharge out of the drainage system in the Maybury and Sheerwater area in May 2016, after an extreme 1 in 30 rainfall event. The urban nature of these areas has led to an increase in impermeable area, and therefore a decrease in areas where water can naturally drain away. Rainwater gardens are landscaped areas designed to intercept and attenuate surface water runoff from impervious surfaces, thereby reducing the rate at which runoff enters the surface water drainage system. They can be installed in an abundance of highway verges present within the urbanised area, and increase the capacity of these verges to help protect properties within the wider catchment area from surface water flooding (see Figure 8 below, where the main areas at risk of flooding in the catchment area are located within Maybury, Sheerwater and West Byfleet). Two rainwater gardens have now been installed in the Sheerwater/Maybury pilot area to address surface water flooding in the Rive Ditch catchment area. The first, in Blackdown Close, is now fully established and being monitored for effectiveness. Detailed design is underway for other sites in the pilot area, including Albert Drive (East), East Hill, Link Way, and

Princess Road. Phase 2 of the project comprises retrofitting a second, more extensive tranche of rainwater gardens within the wider Rive Ditch catchment area, and is dependent on a successful funding bid to the Environment Agency, as well as on positive performance and maintenance monitoring of the pilot schemes. Suitable sites are identified on an ongoing basis.

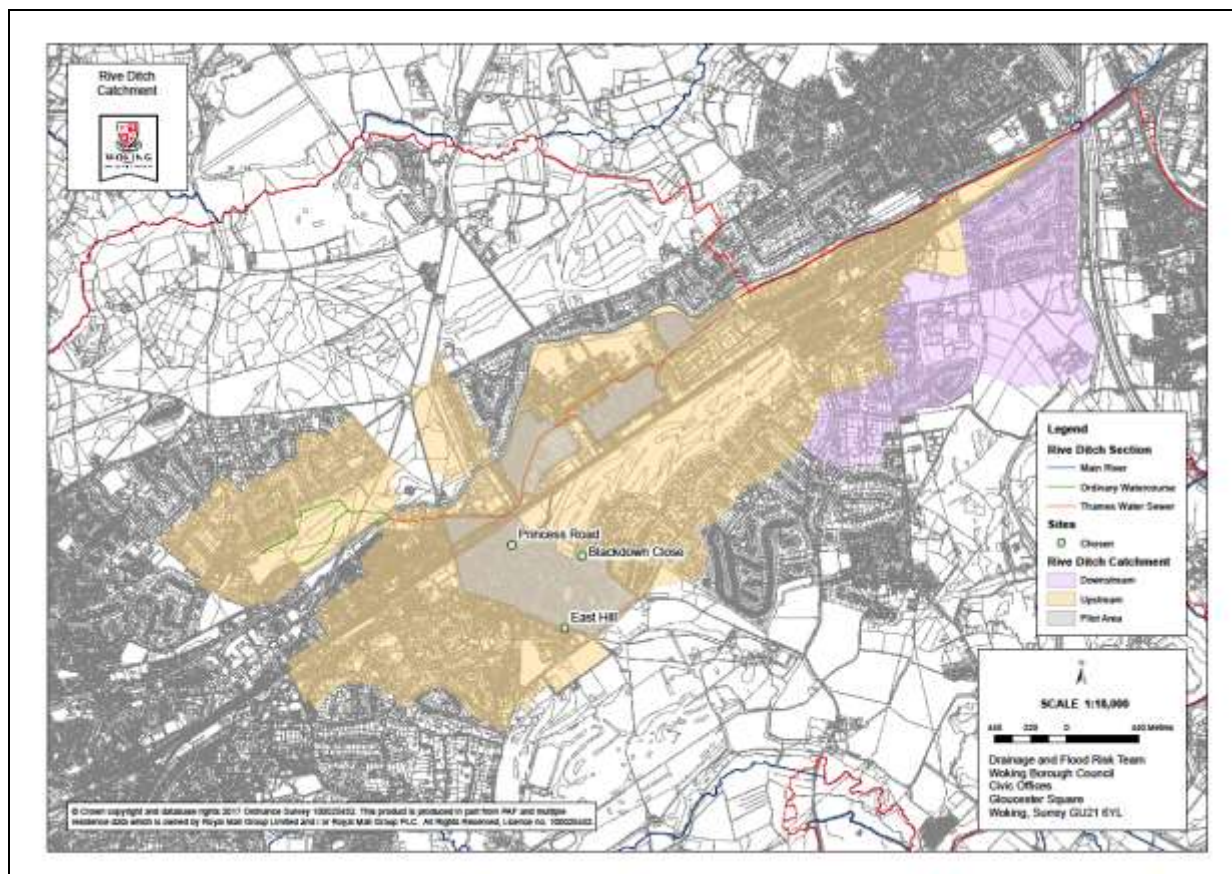


Figure 8: Outline of the Rive Ditch, its catchment and the Rainwater Garden Pilot Area (Phase 1)

- Sanway-Byfleet Flood Alleviation Scheme:** the Byfleet area continues to be impacted by flooding, with the most recent being in February 2020. The Sanway-Byfleet FAS is being led by the EA, in partnership with WBC, Surrey Wildlife Trust, SCC, Byfleet Flood Forum and the local community, and will reduce flooding for up to 153 properties from a 1 in 100 year flood event, taking climate change into account. The proposed scheme is to provide protection in the Sanway area of Byfleet through a combination of flood embankments and flood walls as well as multiple environmental enhancements within the River Wey and the Broad Ditch. The EA has produced an outline design for the scheme (see Figure 9) as part of the 'options appraisal' stage, subject to public consultation in Spring 2021. The extent of the project includes land allocated for Suitable Alternative Natural Greenspace (site reference GB12). Detailed design on a preferred option is expected to be completed in 2022, with construction beginning in 2022/23 and completion by Autumn 2024, subject to funding. Based on current information, it is anticipated that the cost of the scheme will be £12-16m, with a mix of funding from central government, Thames Regional Flood and Coastal Committee, local councils and further contributions. Sufficient funds have to be secured before detailed design and construction can be developed. In addition, WBC continues to explore further flood alleviation options further north, around Parvis Road.



Figure 9: Environment Agency's Outline Design for Sanway-Byfleet FAS (2021)

- **Hoe Stream River Restoration:** modelling has been updated to account for updated climate change allowances, and improved understanding of the hydrology of the Hoe Valley River. Various options are now being assessed for the proposed scheme, including a phased approach, with reduced funding for specific phases as and when they become available. The approximate cost of the scheme is £10m, including future maintenance allowances.
- **Old Woking Flood Alleviation and Enhancement Scheme:** following an unsuccessful Heritage Lottery Fund bid, there is no progress to report due to prioritisation of other projects. Estimated cost for the scheme is £10m with initial options being investigated from 2020/21.
- **Horsell Common Flood Alleviation Project:** a joint project with Surrey County Council, focusing on the Rive ditch which flows through Horsell and is then culverted underneath Maybury and Sheerwater and then opens up again in West Byfleet (see Figure 8 above). The scheme proposes to create flood storage within the Horsell Common area to reduce the amount and the speed of flow of water that enters the Thames Water sewer system that flows underneath Maybury and Sheerwater. This system is prone to flooding in heavy rainfall and reducing the amount of water within the system should significantly reduce the flood risk. Currently in the design phase, but funding has been secured by Surrey County Council and delivery is expected in Summer 2021. The proposal also incorporates an extension to the existing SANG in the area.
- **Brookwood Farm SANG Flood Alleviation Scheme:** in order to meet the necessary SANG standards, WBC has initiated a project to reduce flood risk at the site. Flood risk modelling has been completed, and masterplanning is now underway. Delivery is expected in 2022.

New Development and Sustainable Drainage Infrastructure

- 6.5 In addition to these infrastructure schemes, developers of sites identified in the Site Allocations DPD, and other sites coming forward in the Borough (as considered necessary) will be required to fund suitable measures to minimise surface water run-off produced from their development proposals. Measures should incorporate Sustainable Drainage Systems (SUDS) unless they can be demonstrated to be inappropriate.
- 6.6 Having prioritised sites for allocation for future development located within a lower risk flood zone over those exposed to a higher risk of flooding (see paragraph 14.28 of the 2018 IDP), WBC has continued to engage with the EA, SCC, Thames Water and internal drainage and flood risk engineers to refine the requirements at particular sites allocated in the SA DPD, with reference to up-to-date flood maps. The following measures have been agreed:
- where a small portion of a site lies within Flood Zone 1, a sequential approach should apply to the layout of development on the site;
 - where a site lies in a high risk groundwater vulnerability zone and/or contains a principal aquifer, a site-specific Flood Risk Assessment must be submitted in accordance with policy CS9 of the Core Strategy;
 - where existing surface water flooding incidents have been recorded in the area, or where major development is proposed, a surface water drainage strategy must be submitted – on greenfield sites, proposals should aim to reduce the risk to equal (or better) the greenfield runoff rate;
 - where Flood Risk Assessments are required, they should take into account the most up to date climate change projections and the EA's latest guidance on Climate Change⁵⁶;
 - where current or historical contaminative uses may have led to soil and groundwater contamination, further investigation and remediation may be necessary pending detailed proposals and consultation with Environmental Health and the Environment Agency;
 - where sites are in proximity to the River Wey, a minimum 10m undeveloped ecological corridor alongside it to be protected from development and proposals are to enhance the ecological value of the river corridor and be agreed with the EA;
 - where constraints have been identified, early engagement is required with the statutory water and sewerage undertaker regarding the management of waste water and surface water runoff.
- 6.7 These requirements will help ensure development is delivered in accordance with Core Strategy Policy CS9: *Flooding and water management* and its supporting SUDS guidance⁵⁷. SCC has also produced comprehensive guidance on how to meet national standards for sustainable drainage, what evidence developers need to provide, and what SCC's standard conditions may be. A SuDS pro-forma template is also available to assist with planning application submissions⁵⁸.
- 6.8 Drainage infrastructure must manage all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency access/egress and ensure adequate connectivity. The drainage scheme must be designed to:

⁵⁶ Available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

⁵⁷ SuDS Guidance includes the Model Surface Water Drainage Statement and SuDS Advice Note, available at: <https://www.woking.gov.uk/requirements-suds>

⁵⁸ Surrey County Council Guide to Sustainable Drainage in Planning (July 2019) and SuDS pro-forma template available at: <https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice>

- protect people and property on the development site from flooding;
 - prevent increases in flood risk outside of the development in any part of the catchment, either upstream or downstream;
 - where possible mimic natural flow routes and maintain existing hydrological catchments; and
 - provide a sustainable drainage systems approach, using, where possible, an above ground, gravity drained and multifunctional approach.
- 6.9 Since the 2018 IDP was published, SCC's Flood Risk and Network Resilience Team conducted a surface water risk review for each of the allocated sites, and identified potential surface water issues which will need to be managed when development comes forward. The review has informed the key requirements included in each site allocation policy, to ensure effective management of flooding and surface water run-off is achieved. The Environment Agency has also provided further feedback to help refine key requirements to better address flood risk, groundwater quality and contamination, and biodiversity and nature conservation. And finally, Thames Water has provided further feedback on wastewater network capacity and its ability to support the demand anticipated from development at each site. The resulting detailed key requirements for each allocated site are set out in Appendix 1.
- 6.10 In addition to development coming forward being subject to flooding and water management requirements of the Core Strategy and Development Management Policies DPD, all new development proposals must comply with the approved Land Drainage Byelaws which came into operation in Woking on 27 April 2019⁵⁹. The byelaws apply to any watercourse that is not designated as a 'main river' by the Environment Agency. Where a proposal concerns land adjacent to or containing a watercourse, information should be provided with the application to demonstrate the byelaws have been met. Appendix 1 indicates the allocated sites which may be affected by the presence of such watercourses in the Borough. However, this is for illustrative purposes only and further investigation will be required by developers of all sites coming forward.

Funding and Delivery

- 6.11 Flood alleviation infrastructure is primarily funded by the EA through flood defence grant in aid from central government via Defra. Public/private contributions are also sought for most flood alleviation schemes. In general, where there are large numbers of properties at risk and the benefits of the scheme outweigh the costs, schemes are likely to be fully funded through Grant in Aid funding from central government via Defra to the Environment Agency. Where there are lower numbers of properties at risk and the benefits do not significantly outweigh the costs, schemes may be part grant funded, but the shortfall will need to be met from other sources. The impact of the COVID crisis on the Council's finances may limit its ability to finance larger-scale flood alleviation projects in the timescales envisaged. However, the projects have the support of the Council and implementation will take place as soon as resources are available. In the short-term, approval of funding may be delayed until the full impacts of COVID-19 are better known. In the meantime, opportunities for grants and partnership contributions continue to be explored to facilitate delivery.
- 6.12 Flood risk management infrastructure is also required to support new development, and developers will be expected to deliver solutions where required such that development does not exacerbate risk elsewhere. All development allocated in the SA DPD for

⁵⁹ Land Drainage Byelaws Guidance Note available at:
<https://www.woking.gov.uk/sites/default/files/documents/environmentalservices/Byelaws%20Guidance%20Document.pdf>

residential uses will be expected to have sustainable drainage systems for the management of surface water run-off, unless demonstrated to be inappropriate, as they are anticipated to yield more than 10 dwellings; and sites allocated for non-residential uses where the floorspace to be created by the development is more than 1,000sqm or more, or is carried out on a site of 1ha or more, will also be expected to have sustainable drainage systems. The Council will ensure these are delivered to the required standards through the use of planning conditions or planning obligations, with clear arrangements in place for ongoing maintenance over the lifetime of development.

- 6.13 The IDP Schedule in Chapter 3 has been updated to reflect the latest schemes and known sources of funding.

7. Healthcare

Summary of 2018 IDP

7.1 A summary of the 2018 IDP is provided below.

Overview

- Healthcare services in Surrey are delivered by a number of Clinical Commissioning Groups (CCGs) who are members of the Surrey Heartlands sustainability and transformation partnership. Future health needs are assessed by the CCGs and Surrey County Council's Health and Wellbeing Board.
- Primary healthcare services are delivered by a range of independent contractors, including general practitioners, opticians, pharmacists, optometrists, speech and other therapists, community nurses, health visitors and community midwives, and dentists.
- General Practice (GP) list sizes vary widely, but the average practice list size in the Borough is 8,645, which is above the national average of 7,685, but similar to the average Surrey Heartlands area list size. Overall, there is little spare capacity within GP practices currently, but this varied across the Borough, with some areas experiencing over- or under-provision.
- Housing growth would give rise to the need for approximately 4 FTE additional GPs to 2027. Taking the proposed spatial distribution of development into account, it is possible that certain 'hotspots' of need may arise in the areas of Sheerwater, West Byfleet, Byfleet and Pyrford, and the Town Centre.
- Growing demand is generally met through 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. NHS England advises that it is more cost effective and less complex to deliver extensions to existing primary health centres than to commission and build new ones. The preference is to have land contributed by developers of major sites, ideally with a new building provided, than simply receiving a financial contribution or revenue funding.
- Future GP infrastructure requirements may differ to those of the past, with moves towards working together in larger 'hubs' or networks, with greater collaboration across practices and services.
- Potential locations for new primary healthcare provision include the Sheerwater Regeneration scheme, and new floorspace as part of the Victoria Square development in the Town Centre.

Updated position

7.2 This section has been informed by the following sources of information:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Coplug Ltd for Surrey Heartlands ICS, 'Woking Planning Report', May 2021
Surrey Heartlands Health and Care Partnership Integrated Care System Strategy , September 2019
North West Surrey CCG Annual Report and Accounts 2019/20
Surrey Pharmaceutical Needs Assessment: Supplementary Statement, March 2021, available at: Item 10 - Surrey PNA - Supplementary Statement March 2021 - Annex 1.pdf (surreycc.gov.uk)
NHS Improvement, 'Securing Section 106 and community infrastructure levy funds – a guide' (September 2018), available at: Section_106_final_draft.pdf (improvement.nhs.uk)
NHS England (2019) Putting Health into Place: Principles 9-10 Develop and Provide Health Care Services
Feedback from meetings and correspondence with healthcare providers, including Surrey Heartlands CCG, Primary Care Network leads and Practice Managers
Surrey Health and Wellbeing Strategy 2020: https://www.healthysurrey.org.uk/about/strategy
Draft Woking Health and Wellbeing Strategy (unpublished)

NHS Long Term Plan July 2019: https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/
Department of Health, Health Building Note 11-01: Facilities for primary and community care services, 2013
NHS Guildford and Waverley CCG, North and West Guildford Primary Care Site Feasibility Study, October 2019
Public Health England, Health Impact Assessment in Spatial Planning: a guide for local authority public health and planning teams, October 2020, available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf
Correspondence with neighbouring authorities regarding healthcare infrastructure assessment
Meetings and correspondence with North West Surrey Alliance partners, including Primary Care Network leads.
NHS Digital Data, available at: https://digital.nhs.uk/

Delivery Update – Service Transformation

- 7.3 Since the publication of the 2018 IDP, there have been significant challenges facing the health and care system, resulting in ongoing changes to the organisation and management of healthcare provision. The NHS Long Term Plan⁶⁰, published in January 2019, sets an expectation for health and care partners to work more collaboratively across local systems and, as far as possible, across local authority areas, taking collective responsibility for the areas they serve. As a result, from 1 April 2020, Surrey Heartlands CCG was formed as a new commissioning organisation following the merger of four previous CCGs in Surrey, including North West Surrey CCG. CCGs are responsible for commissioning, or ‘buying’, healthcare services for their local population, such as community, mental health and hospital services.
- 7.4 This new way of working was supported by further development of Integrated Care Partnerships (ICPs), which are groups of local health and care organisations, including borough councils such as Woking, and voluntary/community sector members, working across local geographies to ensure the more effective provision of services. North West Surrey Integrated Care Partnership (NWSICP), which includes Woking, is one of four such ICPs across Surrey Heartlands.
- 7.5 The Council is currently working collaboratively with other Voluntary, Community and Faith sectors within the NWSICP to prepare a Health and Wellbeing Strategy, in parallel with the development of the Council’s Housing Strategy, which will look at innovative ways in which to access health and care services that can be improved in a sustainable way in the future. One programme of work will look at the renewal of the physical estate as well as a programme of service transformation, developing new business models that are joined-up across partners. A key element of the work will develop a new operating model for Ashford and St Peters Hospital, redistributing services from acute sites to community contexts. Progress is being made on a number of fronts including the relocation of some physio services into Woking Leisure Centre, providing residents with greater access to these services.
- 7.6 The NWSICP will be reviewing how and where care services are accessed, looking at opportunities for service clusters in the community, as well as remote and virtual services. All of these changes should enable and encourage people and communities to manage their own health and care better through ‘thriving community networks’, or new centres for the community.
- 7.7 The outbreak of COVID-19 has also led to unprecedented changes in the work and behaviour of GP practices and consequently any assumptions used in the past may have been impacted.

⁶⁰ The NHS Long Term Plan (January 2019) available at: <https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/>

- 7.8 Major changes are also underway as a result of the General Practice Forward View. The new GP contract came into effect on 1st April 2019⁶¹, and was updated in February 2020⁶² to help secure additional staff and improve access for patients. It is a five-year contract and has some significant changes to its predecessor. Changes pertinent to this IDP include:
- **Overall additional funding in excess of £2.8bn** over a five-year period, £1bn to GP practices and £1.8bn to support the formation of primary care networks nationally.
 - **Creation of a new Primary Care Network (PCN)**, built up over the five years of the contract. Network funding will be delivered through a Directed Enhanced Service (DES).
 - **Additional workforce** - linked funding through Primary Care Network. Networks will receive 100% recurrent funding to employ social prescribers and 70% funding for clinical pharmacists in 2019/20. In future years they will receive 70% funding for physiotherapists and physician associates (from 2020/21) and paramedics (from 2021/22) as they are introduced.
 - **Resources for IT and digital**, including greater digital access for patients (such as online and video consultation systems, triage mechanisms and symptom checkers for patients) by April 2021. Digital delivery can offer flexible working for GPs and contribute to securing additional doctors working in general practice.
- 7.9 PCNs are groups of GP practices with combined populations of c.30,000 – 50,000, expanding access to primary care and developing networks of staff from different sectors e.g. clinical pharmacists and social prescribers. There are 9 PCNs within NWSICP, including the following 4 PCNs which serve residents of Woking:
- **West Byfleet:** Parishes Bridge, Wey Family Practice, Madeira Medical;
 - **Woking Wise 1:** St John's & Greenfield (The Family Practice), Chobham & West End, Pirbright Surgery, College Road;
 - **Woking Wise 2:** Hillview Medical Centre, Maybury Surgery, Southview Surgery, Sunnymead Surgery;
 - **Woking Wise 3:** Heathcot Medical Practice, Goldsworth Medical Practice, Sheerwater Medical Practice.
- 7.10 PCNs form a key building block of the NHS long term plan. Bringing general practices together to work at scale has been a policy priority for some years for a number of reasons, including improving the ability of practices to recruit and retain staff; to manage financial and estates pressures; to provide a wider range of services to patients and to more easily integrate with the wider health and care system. The primary care estate will need to be developed to facilitate the new ways of working stemming from the GP contract. This means providing appropriate fit for purpose accommodation, sized to meet anticipated demand and flexible in design so that it is adaptable to accommodate changes as they emerge.
- 7.11 This period of significant transformation makes it challenging to assess the capacity of existing healthcare infrastructure and determine how the estate will be impacted by new development. The NWSICP is currently reviewing how its existing estate is used and how it might be reconfigured to accommodate the additional workforce and new ways of working, such as through remote and virtual services.

⁶¹ BMA and NHS England (January 2019) 'Investment and evolution: A five-year framework for GP contract reform to implement The NHS Long Term Plan': <https://www.england.nhs.uk/publication/gp-contract-five-year-framework/>

⁶² BMA and NHS England (February 2020) 'Update to the GP contract agreement 2020/21 – 2023/24': <https://www.england.nhs.uk/wp-content/uploads/2020/03/update-to-the-gp-contract-agreement-v2-updated.pdf>

Existing GP Practice Capacity

- 7.12 Table 12 provides an up-to-date overview of the general practices serving patients in Woking, and an indication of spare capacity using traditional benchmarks (1 FTE GP: 1800 patients). The number of GP practices serving Woking has remained the same since the 2018 IDP was published, although Greenfield Surgery in Old Woking has merged with Sunny Mead Surgery, with Greenfield Surgery remaining in situ as a branch surgery. The Sheerwater Health Centre figures should be interpreted with care as the regeneration scheme has led to a temporary reduction in patients registered at this surgery. Patient list size has fluctuated since 2018, with around half of the surgeries experiencing a moderate increase in patients, and half experiencing a moderate decrease in patients.
- 7.13 Surgeries experiencing very high patient to GP ratios (above 2,500 patients per GP), include The Practice, College Road Surgery; Maybury Surgery; Heathcot Medical Practice; Wey Family Practice; and Parishes Bridge Medical Practice. All but three practices have higher patient to GP ratios than the national average of 1,721.
- 7.14 Surgeries have been grouped by PCN to demonstrate wider network capacity. Each of the Primary Care Networks in Table 11 falls within the 'hub' indicative figure of 30,000-50,000 patients, reflecting NHS England's drive for general practices to increasingly operate at a larger scale and collaboratively, and using a broader skill mix.
- 7.15 The benchmark figure of 1 FTE GP per 1800 patients (a British Medical Association standard historically used in healthcare planning) is a crude indication of GP practice capacity as it doesn't fully take into account healthcare needs, a shift towards a more multi-disciplinary workforce involving other healthcare professionals, and a change in how services are delivered across a network of GP practices⁶³. Nevertheless, it is considered that a ratio higher than the benchmark figure does indicate that there is little or no capacity to accommodate the demand generated by new development.
- 7.16 The figures in the table show that there are local variations in general practice capacity, with some areas of the Borough experiencing very high ratios and little capacity to accommodate additional housing growth. These findings will need to be revisited once the NWSICP completes its review of how the existing estate can be used more effectively to accommodate the additional workforce, the changing nature of services and new ways of working.

⁶³ NHS England does not provide an official recommendation of how many patients a GP should have because the demand each patient places on their GP is different depending on factors such as age, and deprivation and disease prevalence of where the patient lives. Investment in other clinical staff is also important: nurses, pharmacists, physiotherapists etc. can free up capacity in general practice.

PCN Name	General Practice Name	2018 DATA: No. of registered patients ⁶⁴	2018 DATA: Average no. patients per GP	TOTAL GP FTE ⁶⁵ (2020)	1800 patients: FTE GP ratio	No. of registered patients (2020)	Average no. patients per GP (2020)	Indicative Spare Capacity
Woking Wise 1	The Practice, College Road Surgery, 4-6 College Road, Woking GU22 8BT	3355	5592	1.6	2880	3261	2,028	0
	Chobham and West End Medical Practice, 16 Windsor Road, Chobham, Woking GU24 8NA	-	-	4.9	8820	11848	2418	0
	The Family Practice, St John's Health Centre, Hermitage Road, Woking GU21 8TD	12153	1979	6.24	11232	11458	1836	0
	Pirbright Surgery, The Old Vicarage, The Green, Pirbright GU24 0JE	3722	1525	2.65	4770	4159	1569	+611
Combined patient population 30726								
Woking Wise 2	Maybury Surgery, Alpha Road, Woking GU22 8HF	2308	2308	1	1800	3301	3301	0
	Sunny Mead Surgery, 15/17 Heathside Road, Woking GU22 7EY (includes Goldsworth Park Health Centre branch surgery, Denton Way, GU21 3LQ and Greenfield branch surgery, 177 High Street, Old Woking, GU22 9JH)	9524	1559	5.47	9846	11418* [includes Greenfield patients]	2087	0
	Southview Medical Practice (includes Southview Surgery, Guildford Road, GU22 7RR; and Westfield Surgery, Holmes Close, Westfield, GU22 9LU)	9996	2040	4.81	8658	10801	2246	0
	Hillview Medical Practice, Heathside Road, Woking GU22 7QP (branch surgery at Goldsworth Park Health Centre, Denon Way GU21 3LQ)	13672	2707	8.21	14778	14779	1800	0
Combined patient population 40299								
Woking Wise 3	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)	12561	3049	5.89	10602	12401	2105	0
	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)	18619	2619	6.94	12492	19426	2799	0
	Sheerwater Health Centre, Devonshire Avenue, Woking GU21 5QJ	3208	1550	2.39	4302	2799	1171	+1503
Combined patient population 34626								
West Byfleet	Wey Family Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10435	2467	4.45	8010	11405	2563	0
	Madeira Medical (formerly Dr Lynch & Partners), West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DJH	8668	1657	4.18	7524	8667	2073	0

⁶⁴ Extracted from NHS Digital data available on NHS Choices website, accurate as on May 2017

	Parishes Bridge Medical Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10698	2046	3.12	5616	9975	3197	0
Combined patient population 30047								
Surgeries outside Woking with potential to meet demand	Ottersaw Surgery, 3 Bousley Rise, Ottershaw, Chertsey KT16 0JX	-	-	3.53	6354	5578	1579	+776
TOTALS				65.38	117684	141276	2283	2890

Table 12: GP Workforce and Number of Patients at GP Surgeries serving Woking, January 2021

7.17 There are several projects underway to improve capacity and reduce pressure on healthcare facilities across the Borough:

- The Heathcot Medical Practice at The Vyne Centre for the Community, in Knaphill, has secured planning permission for a new single-storey extension to provide 4no. new consulting and examination rooms; 1no. new treatment room; sub-waiting area for this new accommodation; and new patient and staff toilets. The extension will allow minor re-configurations within the existing building to increase the capacity for patient record storage and staff rest areas. The net additional 123sqm of floorspace will increase capacity by 5 FTE clinical staff for primary medical care within the local area in light of future proposed housing developments that would increase patient numbers, including that at allocated sites in Brookwood.
- Sheerwater Community Campus: in order to increase the capacity of healthcare infrastructure to accommodate growth as part of the Sheerwater Regeneration Scheme, and to some extent growth in the Town Centre and West Byfleet, the Council is working with healthcare providers and local community groups to deliver a community and healthcare hub. Proposals include 312sq.m of new health centre floorspace (a net increase of 158sq.m). To maximise the opportunities of co-location, the layout includes an internal link to the new community centre to promote collaboration between services and sharing of facilities. A separate dental practice of 132sq.m has been located in close proximity to the health centre, along with 97sq.m of A1-A5 use floorspace intended for pharmacy provision. The first 'purple' phase of the wider scheme commenced in July 2020. The target completion date is July 2025, with the existing GP practice due to move to a new site in 2023.
- The Victoria Square development in the Town Centre includes approximately 600sqm of new medical floorspace to meet demand arising from housing growth in the Town Centre. WBC is working with healthcare providers to explore the best use of the floorspace. The new development is scheduled to open in November 2021.

7.18 In order to improve GP surgery capacity, healthcare providers first seek to maximise the use of existing surgeries, through extending the surgery or through their reconfiguration, refurbishment and re-equipping. Many of the existing GP surgeries within Woking are of modest size, and are either conversions or dated, purpose-built premises. Issues around loss of parking and site constraints often limit the potential to extend existing surgeries. An alternative approach is to find opportunities to remodel interiors to house a wider range of health staff including GPs, nurses and clinical pharmacists; and to use under-utilised space. Historically in primary care, the working day has been based around each consulting room. Each GP has been allocated their own room, in which they undertake both clinical and administrative duties. This has resulted in a poor use of clinical space. The implementation of the new workforce model and new ways of working has significantly reduced the requirement for clinical rooms. Healthcare providers are currently reviewing how existing clinical space across Woking can be used more effectively, and identifying suitable office floorspace where the workforce can conduct administrative duties.

⁶⁵ Extracted from NHS Digital Data 'General Practice Workforce 31 December 2020' (Published February 2021)

Demand arising from planned development

- 7.19 New models of healthcare provision have commanded a new approach towards identifying healthcare needs arising from planned development, as it is clear that the solution to meet needs is not simply to increase the number of FTE GPs and associated surgery floorspace.
- 7.20 Surrey Heartlands ICS has commissioned Coplug Ltd to develop a new analytics tool for use by Surrey Councils based upon the London Healthy Urban Development Unit planning contributions model. The tool uses a range of up-to-date assumptions to assess the health service requirements and cost impacts of new residential development. WBC has supplied indicative yields and housing trajectories from the draft SA DPD to calculate:
- the estimated net increase in population, by age band, resulting from new development;
 - primary healthcare needs (GPs and community health facilities);
 - hospital beds and floorspace requirements;
 - capital and revenue cost impacts.
- 7.21 The model is in a pilot phase of development, and there is scope for the assumptions used to be further refined as well as new assumptions to be fed into the model as the nature of development coming forward – including the characteristics of the new population – becomes clearer. The outputs presented below therefore provide a broad assessment of new health infrastructure requirements to meet indicative yields in the draft SA DPD, and will need to be refined at development management stage taking into account the proposed yields, housing mix, uses and phasing of delivery.
- 7.22 Growth areas which would exert pressure on existing healthcare infrastructure were identified to include the Town Centre, Sheerwater and West Byfleet (spanning Canalside, Mount Hermon and Byfleet and West Byfleet wards). Housing sites in the SA DPD were mapped and graded based on the proposed number of units. Net population gain for each area was calculated, grouped into age band, and healthcare outputs were then calculated as presented in Tables 13 to 15 below.

Town Centre Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.10 Beds	4.11	22,748
Acute non-elective inpatient needs	2.04 Beds	98.25	526,836
Acute day case needs	0.52 Beds	24.96	138,999
Total Acute Needs	2.66 Beds	127.32	688,583
Mental healthcare provision			
Mental health needs	1.25 Beds	61.25	338,925
Intermediate healthcare provision			
Intermediate needs	0.67 Beds	43.55	208,091
Intermediate Day needs	0.93 Spaces	48.36	231,466
Total Intermediate Needs		91.91	439,557
Primary healthcare provision			
GP and Primary Care Services	1.52 Clinical Rooms	133.76	628,211
TOTAL		633.47	2,095,277

Table 13: Town Centre healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

Sheerwater Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.05 Beds	2.10	11,378
Acute non-elective inpatient needs	1.27 Beds	60.48	326,337
Acute day case needs	0.26 Beds	12.48	67,405
Total Acute Needs	1.58 Beds	75.06	405,120
Mental healthcare provision			
Mental health needs	0.55 Beds	26.95	144,778
Intermediate healthcare provision			
Intermediate needs	0.26 Beds	16.90	77,306
Intermediate Day needs	0.35 Spaces	18.20	83,225
Total Intermediate Needs		35.10	160,561
Primary healthcare provision			
GP and Primary Care Services	0.70 Clinical Rooms	61.60	281,146
TOTAL		308.87	991,604

Table 14: Sheerwater healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

Byfleet & West Byfleet Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.06 Beds	3.45	18,490
Acute non-elective inpatient needs	2.16 Beds	103.9	547,207
Acute day case needs	0.41 Beds	19.68	105,695
Total Acute Needs	2.63 Beds	127.03	671,392
Mental healthcare provision			
Mental health needs	0.79 Beds	38.71	206,778
Intermediate healthcare provision			
Intermediate needs	0.36 Beds	23.4	109,674
Intermediate Day needs	0.49 Spaces	25.48	119,595
Total Intermediate Needs		48.88	229,269
Primary healthcare provision			
GP and Primary Care Services	1.14 Clinical Rooms	100.32	455,627
TOTAL		490.85	1,563,068

Table 12: Byfleet & West Byfleet healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

- 7.23 The calculations take into account the advanced planning status of site allocation reference UA40 (land at Station Approach, including Sheer House) and GB10 (land at Broadoaks), and the specialist accommodation being delivered on these sites which may yield patients requiring more clinical intervention than young families. The calculations exclude proposed traveller units at site allocation GB9A – further refinement of the assumptions would be required early in the development management stage.

Funding and Delivery

- 7.24 To meet the healthcare needs of the Borough arising from housing growth to 2027, infrastructure projects will constitute:
- Expansion/reconfiguration of existing healthcare facilities where it is feasible to do so (including acute and mental healthcare facilities located outside the borough but

- which serve patients in Woking). Projects identified to date include the expansion of Heathcot Medication Practice surgery at The Vyne, Knaphill;
- New healthcare floorspace which is modern and flexible enough to support the implementation of a new workforce model and new ways of working. Projects identified to date include:
 - Sheerwater Health and Wellbeing Community Campus;
 - New medical floorspace as part of the Victoria Square redevelopment.
- 7.25 The indicative healthcare floorspace requirements identified in the IDP Schedule will need to be further refined early in the development management stage once the nature of development coming forward on sites becomes clearer. Developers should conduct healthcare impact assessments drawing on the information provided in this IDP, and on early consultation with WBC and healthcare providers.
- 7.26 Requests for STP/ICS capital funding are far outstripping the available funds. STP/ICS capital is likely to remain constrained going forward. Capital is usually allocated through a bidding process, and this can add delay to the project with no guarantee of success. The COVID-19 response is also expected to have a material impact on capital plans, priorities and levels of expenditure, although capital requirements agreed as part of COVID-19 costs will be funded on top of funding allocations.
- 7.27 Private sector investment is a common method of procuring primary care premises. This is usually achieved through a third-party development route. The investment company will purchase any required land, fund the building of the new facility and recover their investment through rental payments over a 20–25-year lease agreement.
- 7.28 Local authority finance is an option, either provided as a loan or invested in the property as a third-party developer. Local authorities are able to borrow from the Public Works Loan and Board (PWLb) at favourable rates.
- 7.29 Developer contributions can contribute towards the capital funding of healthcare infrastructure projects required to support growth over the plan period. However, other NHS resources would need to be identified to fund the ongoing revenue costs. Section 106 agreements can be negotiated for projects which meet the three tests set out in paragraph 56 of the NPPF and CIL Regulation 122: the project is necessary to make the development acceptable in planning terms; it is directly related to the development; and it is fairly and reasonably related in scale and kind to the development. In this respect, the Council will expect the relevant healthcare provider to provide evidence of the infrastructure to which any financial contribution would be applied to ensure it meets these tests.
- 7.30 CIL funds can be used to fund health and social care facilities and do not have to directly relate to the development in question, but can be used across the community as a whole. This IDP review demonstrates that housing development will place additional strain on healthcare facilities, and WBC will continue to work with the CCG to identify specific projects to be considered for prioritisation under the CIL allocation process. It is anticipated that any physical provision of primary healthcare facilities or land for such facilities will continue to be sought through Section 106 agreements and planning conditions.
- 7.31 The IDP Schedule in Chapter 3 has been updated to reflect the latest schemes and known sources of funding.

Pharmacy Capacity and Demand Update

- 7.32 The 2021 Supplementary Statement for the Pharmaceutical Needs Assessment (PNA) has been prepared by the Public Health team and SCC with input from the districts and boroughs, in collaboration with the PNA Steering Group on behalf of the Surrey Health and Wellbeing Board. The statement serves as an update to the 2018 PNA and the 2020 PNA Supplementary Statement. The information within the latest statement relates to changes in demand for pharmacy services based on population projections for Surrey, including Woking. Changes in service coverage are also assessed via a provisional analysis of the impact of pharmacy closures, relocations, and mergers that took place over 2020, as well as the risks to service provision caused by Covid-19, and Brexit Agreement impacts via disruption to supply and oversight.
- 7.33 Table 16 below shows the number of pharmacies per 100,000 people in Surrey, with Woking demonstrating a rate of 15 pharmacies per 100,000 people – just below the County average of 17.

Area	All Community Pharmacies ¹⁰	Population ¹¹	2020 Rate of pharmacies per 100,000 people	2018 rate of pharmacies per 100,000 people
England (2019)	11, 700	66,796,800	18	21
Surrey County	204	1,196,236	17	18
Elmbridge	30	136,795	22	24
Epsom & Ewell	11	80,627	14	18
Guildford	18	148,998	12	14
Mole Valley	15	87,245	17	16
Reigate & Banstead	26	148,748	17	19
Runnymede	12	89,424	13	15
Spelthorne	21	99,844	21	23
Surrey Heath	18	89,305	20	18
Tandridge	14	88,129	16	16
Waverley	25	126,328	20	20
Woking	15	100,793	15	15

Table 16: The number of pharmacies per 100,000 people in Surrey. Source: PNA 2021 Supplementary Statement

- 7.34 Community pharmacies which closed in Woking were found to be located close to alternative sites (such as the Boots Chemist closure in West Byfleet, which is now only served by Cohens in West Byfleet Health Centre).
- 7.35 Pharmacy relocations included that of Boots the Chemists from Bandstand Mall to the new and expansive premises at Victoria Place, with two consultation rooms, resulting in an expanded service in the Town Centre.
- 7.36 Having assessed planned housing development across Surrey to 2030, including housing developments planned in Woking, the assessment has not identified any major changes to demography or infrastructure that is likely to affect the level of demand for pharmaceutical services. This includes for the districts and boroughs where there are plans for the highest number of additional dwellings – Guildford, Mole Valley and Epsom and Ewell. Large proposed housing developments are considered to be those delivering greater than 1,500 houses. There are no such relatively large housing developments in Woking proposed in the SA DPD, individually or cumulatively within the growth areas.

- 7.37 The supplementary statement concludes that at the present stage of development and planning, additional pharmacies are not required. This decision was taken in recognition of the increasing role of online services and telephone consultations. The Government has committed to ensuring that technology can transform the supply of medicines and the delivery of pharmaceutical services. This will include exploring means to improve the efficiency of dispensing to free up the capacity of pharmacists.
- 7.38 However, it has been agreed by the PNA Steering Group that an in-depth assessment into the impact of these trends will be undertaken as part of the complete 2022 PNA, for example the risks for individuals who are more isolated, less mobile and/or digitally aware. The 2022 PNA will also conduct a more in-depth review at the district and borough level, taking into account the timeline for proposed large housing developments. WBC will continue to engage with the Public Health team at SCC for their 2022 review to ensure cumulative levels of housing growth at certain locations across the Borough are taken into account, such as that in the Town Centre, South of the Town Centre, and West Byfleet area.

8 Social and Community Infrastructure

Summary of 2018 IDP

8.1 A summary of the 2018 IDP is provided below:

Supported Accommodation

- Whilst housing is a function of Woking Borough Council (WBC), the Care Act 2014 has introduced explicit references to housing as part of Surrey County Council's (SCC) statutory duty to promote the integration of health and social care.
- SCC's Accommodation with Care and Support Strategy 2015 indicated 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 was projected to increase due to people living at home for longer, and need more intensive services later in life. SCC was working with the Clinical Commissioning Group (CCG) to see how care and support could be integrated into accommodation (such as Extra Care Housing, Assisted Living, Supported Living and Supported Housing accommodation) to reduce the need for traditional care services (although there would continue to be a need for care homes and nursing homes, delivered via private and public organisations).
- The Integrated Commissioning Statement for Accommodation with Care and Support – Older People (NW Surrey CCG Area, 2016) identified a need for additional nursing care, residential care and extra care beds across North West Surrey to meet planned development growth.
- Potential for additional Extra Care Home scheme in the east of the borough identified (similar to Brockhill scheme). Woodham and Knaphill wards were identified as having little or no residential or nursing provision.
- Accommodation to meet needs of the elderly included as a key requirement in site allocations for Sheerwater regeneration scheme and land at Broadoaks.
- Specialist supported accommodation scheme for vulnerable young people required to support growth to 2030.
- Delivery would be through new development, and the continued implementation of the Housing Strategy – being considered for review – which prompts continual monitoring of Woking's sheltered and supported housing stock. Funding is complex and comes from a variety of sources, including Housing Benefit/Universal Credit and local authority adult social care and housing and homelessness funding. A Local Grant Fund was to be established for short-term and transitional supported housing, with the welfare system continuing to fund long-term supported housing.

Community Facilities

- An audit of social and community facilities was undertaken in 2011, presented in the Social and Community Facilities Study. The 2018 IDP sought to update the findings of the audit, drawing on the Surrey Infrastructure Study 2017, and evidence underpinning various Neighbourhood Plans.
- There is a drive for co-located service provision, with significant potential for the development of 'community hubs' in the borough catering for a variety of uses. Maybury, Sheerwater, Byfleet and Pyrford were identified as potential locations for future hubs.
- Overall, the borough is well-served by community and social facilities, although there are some areas where facilities are operating at capacity and required refurbishment, which would be compounded by future development growth. Any loss of social and community infrastructure is resisted through policy CS19 of the Core Strategy,

supported by various policies in Neighbourhood Plans. Key requirements in site allocation policies in the draft Site Allocations DPD also seek re-provision of community uses on sites identified for redevelopment. Community groups, in partnership with WBC and developers, aim to deliver a number of projects to help meet demand.

- Facilities for youth activities were needed in Maybury and Sheerwater, Goldsworth Park (East and West), Knaphill, and Kingsfield and Westfield. A new Youth and Community Centre was planned for delivery as part of the Sheerwater Regeneration Scheme; and the refurbishment of Woking Youth Arts Centre was planned for delivery in Knaphill.
- Funding comes from a variety of sources, including the Council's Community Assets programme, WBC investment programme (loans and/or the New Homes Bonus), and developer contributions via S106 Agreements and the Community Infrastructure Levy (CIL) – particularly through neighbourhood CIL funds.

Indoor Sports Facilities

- Primarily delivered at Woking Leisure Centre and Pool in the Park, owned and managed by the Council, as well as private health and fitness clubs and school facilities with community-use agreements. The Leisure Centre had been subject to extensive refurbishment to provide additional services and improve the quality of facilities, with further proposals planned to meet growing demand. Plans to refurbish Pool in the Park had been identified.
- New or improved facilities to meet growing demand were planned at Hoe Valley School on Egley Road (estimated cost £16.5m), Sheerwater Regeneration Scheme (at Bishop David Brown School) (estimated cost of leisure centre element £12.6m), and Woking Gymnastics Club at Ten Acre Farm.

Public Realm and Public Art

- The Economic Development Strategy 2012-2017 identified a need to significantly improve the core Town Centre public realm, with a masterplan leading to the delivery of Jubilee Square and the creation of 'Market Walk' in Autumn 2014. The second phase of refurbishment and upgrades were underway along Commercial Way, extending to Victoria Square as part of its redevelopment.
- Improvements to the public realm outside of the Town Centre would be delivered as part of the Sheerwater Regeneration Scheme, and the redevelopment of Sheer House in West Byfleet.
- Key requirements included in site allocation policies for sites in the urban area include the requirement to make improvements to the quality of the public realm, funded by developer contributions.
- The Public Art Strategy (2007) has identified opportunities for future investment and commissioning of public art, with broad locations for delivery including at gateways, along cycle and walking routes, greenspaces, along the canal and riverside, and in town, district and local centres.
- Major development schemes are expected to contribute to the provision of new public art either on-site or by way of developer contributions, in accordance with the scale of development, the nature of the public art appropriate to the location, and the cost of installation.

Updated Position

- 8.2 This chapter of the report provides an update on the provision of social and community infrastructure within the borough and its capacity to meet housing growth, where new

information has become available. The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
Surrey County Council Commissioning Statement: Accommodation with care, residential and nursing care for older people, for Woking Borough Council (April 2019 onwards), available at: https://www.surreycc.gov.uk/social-care-and-health/adults/professionals-partners-and-providers/adult-social-care-strategies-policies-and-performance/accommodation-with-care-and-support-commissioning-statements
Surrey County Council Report to Cabinet on a Feasibility Study for Supported Independent Living (June 2021)
Surrey County Council Library and Cultural Services Strategy 2020-2025 .
Living Well in Woking – Draft Health and Wellbeing Strategy 2021-2031 (July 2021) (as yet unpublished)
Woking Borough Council Draft Housing Strategy 2021-2026 (2021)
Surrey County Council Developer Contribution Guide (November 2020)
Woking Borough Council Report to Council on Investment Programme 2020/21 to 2024/25 (February 2021)
Correspondence with Surrey County Council Spatial Planning and Woking Borough Council Housing Team
Correspondence with local Neighbourhood Forums and Residents' Associations

Delivery Update

Supported Accommodation – Capacity and Needs Update

- 8.3 Surrey County Council (SCC) has set out its expectations for the market to respond to the Accommodation with Care and Support Strategy cited in the 2018 IDP, in terms of older people's services within the borough. SCC's 'Commissioning Statement: Accommodation with care, residential and nursing care for older people' covers extra care settings across all tenures; close care settings; and care homes, whether residential or nursing and including specialisms.
- 8.4 Extra care housing is regarded by SCC as being in greatest shortage, which needs to be addressed so that an increased availability of attractive extra care options (and associated shared facilities with communal living) will reduce the likelihood of older people moving directly into a care home as their care needs increase. Policy CS13 of the Core Strategy supports the delivery of specialist accommodation for older people, including extra care housing, to help meet demand. This draws on evidence presented in the West Surrey Strategic Housing Market Assessment (SHMA) – the latest SHMA was published in 2015 and set out a need for an additional 911-924 units of specialist housing for older people to 2033, some of which would come in the form of extra care housing.
- 8.5 These aims align with objectives in Woking Borough Council's emerging Housing Strategy and Health and Wellbeing Strategy, which seek to help people to achieve independence and wellbeing, whilst retaining connection to their communities, for as long as possible. The Health and Wellbeing Task Group has been established to monitor the delivery of the health and wellbeing action plan and will drive delivery of the Health and Wellbeing Strategy. One action is to increase the provision of extra care accommodation through the opening of Hale End Court by September 2021 (see below).

- 8.6 Population increases due to future growth will impact on the demand for services and the ongoing need to examine alternative approaches to older and vulnerable care provision. The demand for extra care housing will continue to rise. Facilities will need to adapt in order to cater for more residents with medium to high needs, support clients with dementia and provide neighbourhood activities to meet the needs of the wider elderly community.
- 8.7 The Commissioning Statement calculates future demand for extra care in the borough, using Housing LIN methodology which states that demand for extra care is likely to be required at 25 units per 1000 population aged 75 plus. The desired tenure mix will vary according to local and market factors. As at 1 April 2019, future demand for extra care for 2025 and 2035 is assessed as follows:

75+ population projection (2025)	Total demand (2025)	Rental unit demand (2025)	Leasehold unit demand (2025)	75+ population projection (2035)	Total demand (2035)	Rental unit demand (2035)	Leasehold unit demand (2035)
10,100	253	68 (minimum target)	184	12,500	313	84 (minimum target)	228

- 8.8 To help meet this demand, the following extra care facilities were operational in the WBC as at 1 April 2019:

- Barnes Wallis Court, West Byfleet KT14 4HJ – leasehold, 50 units
- Brockhill Extra Care, Goldsworth Park GU21 3NE – rental, 48 units
- Mayford Grange, Mayford GU22 9QF – leasehold, 42 units.

- 8.9 In addition to extra care schemes, the Council owns nine sheltered housing schemes. This accommodation is typically for applicants aged 60+ but could also be for applicants with a physical disability or mobility issues who would benefit from the facilities of a sheltered scheme.

- 8.10 The Commissioning Statement sets out in detail the complexities around defining demand for residential and nursing care in the borough. Having adopted a series of assumptions made clear in the Statement, estimated demand figures are as follows:

Planning authority area	1 April 2019 No. of care home beds	75+ pop. (2019)	Beds per 1,000 75+ pop. (2019)	75+ pop. (2025)	Beds per 1,000 75+ pop. (2025)	No. beds to reflect England 2019 ratio (2025)	Reduction due to rental extra care (2025)	2025 indicated demand	75+ pop. (2035)	Beds per 1,000 75+ pop. (2035)	No. beds to reflect England 2019 ratio (2035)	Reduction due to rental extra care (2035)	2035 indicated demand
Woking	433	8,500	50.94	10,100	42.87	445	10	2	12,500	34.64	551	26	92
Elmbridge	817	12,500	65.36	15,000	54.47	661	50	-200	18,100	45.34	797	71	-95
Guildford	448	11,800	37.97	14,300	31.33	630	57	125	16,900	26.51	745	74	223
Runnymede	223	7,400	30.14	8,800	25.34	388	0	165	10,400	21.44	458	0	235
Surrey Heath	387	8,900	43.48	10,700	36.17	471	72	12	13,000	29.77	573	88	98
Surrey	4,909	111,700	48.95	134,600	36.47	5,990	546	475	161,800	30.34	7,129	697	1,528
England	210,669	4,781,800	44.06	5,836,500	36.10	-	-	-	7,138,800	29.51	-	-	-

Figure 10: Estimated demand for residential care up to 2035 in the WBC area. Source: SCC Commissioning Statement, April 2019.

Planning authority area	1 April 2019 No. of care home beds	75+ population (2019)	Ratio of beds per 1,000 75+ (2019)	75+ population (2025)	Beds per 1,000 75+ (2025)	No. beds needed to reflect England 2019 ratio (2025)	2025 indicated demand	75+ population (2035)	Ratio of beds per 1,000 75+ (2035)	No. beds needed to reflect England 2019 ratio (2035)	2035 indicated demand
Woking	341	8,500	40.12	10,100	33.76	466	125	12,500	27.28	577	236
Elmbridge	606	12,500	48.48	15,000	40.40	692	86	18,100	33.48	835	229
Guildford	570	11,800	48.31	14,300	39.86	660	90	16,900	33.73	779	209
Runnymede	251	7,400	33.92	8,800	28.52	406	155	10,400	24.13	480	229
Surrey Heath	944	8,900	106.07	10,700	88.22	493	-493	13,000	72.62	600	-344
Surrey	6,877	111,700	61.57	134,600	51.09	6,208	-669	161,800	42.50	7,462	585
England	220,524	4,781,800	46.12	5,836,500	37.78	-	-	7,138,800	30.89	-	-

Figure 11: Estimated demand for nursing care up to 2035 in the WBC area. Source: SCC Commissioning Statement, April 2019.

- 8.11 SCC stresses that these figures should not be seen as a requirement by planning authorities, but rather as indicative figures. SCC's methodology reduces the 2025 and 2035 residential demand figures by the equivalent rental extra care demand figures to reflect their focus on identifying and supporting older people who would benefit from accessing rental extra care through nominations processes to eliminate a need for future residential care as much as possible.
- 8.12 Figures show that existing residential care capacity is above the county and national average, and compares favourably to three out of four of the neighbouring boroughs. Indicative demand to 2025 for residential care beds is low (only 2 beds), particularly in relation to that of some neighbouring boroughs and to wider county equivalents. By 2035, needs increase to 92 residential care beds, although this still represents low levels of need relative to other boroughs and the county as a whole.
- 8.13 Woking currently has a lower ratio of nursing care beds per 1,000 75+ residents relative to county and national levels, and less capacity than three out of four neighbouring boroughs. There is a higher indicative need for nursing care beds – 125 beds in 2025, rising to 236 beds in 2035. SCC projects demand for nursing care in Woking to increase due to people living at home longer and needing more intensive services later in life.
- 8.14 For both instances, there is an estimated oversupply of beds in neighbouring boroughs which could help meet demand, although the potential adverse impacts on their local health system would need to be considered if there were an influx of patients from Woking to nearby areas.
- 8.15 There are a number of schemes in the pipeline to help meet specialist accommodation demand identified in the Commissioning Statement. These are at different stages of delivery, and include the following:
- Hale End Court: new extra care accommodation in Old Woking is being delivered on land allocated for residential uses, including affordable housing, in the SA DPD, site reference UA22. This includes 45 x 1-bed and 3 x 2-bed units (48 units in total, of which 12 will be for tenants needing care), with opening scheduled for October 2021. This will help meet extra care housing demand in the borough, including that arising from tenants affected by the Sheerwater redevelopment proposals. Whilst many residents will be aged 60 or over, the Extra Care Panel for the development will consider other applicants who would benefit from the accommodation – such as disabled applicants and those with early onset

dementia. Both Brockhill and Hale End Court provide 24/7 personal care to help those with additional support needs to remain as independent as possible.

- Sheerwater Regeneration Scheme: 117 net additional sheltered/supported living apartments (site allocation policy reference UA24), with anticipated completed in April 2023.
- Broadoaks Care Home: 80-bed care home and 75 unit sheltered accommodation block under construction at Broadoaks, Parvis Road, West Byfleet (site allocation policy reference GB10). Completion expected Summer 2021.
- Woodbanks Apartments, Hook Heath: 51 x 1- and 2-bed assisted living apartments, completed in 2020.
- Moor's Nook, Horsell: 34 x 1- and 2-bed retirement apartments, completed in 2020.
- Sheer House, West Byfleet: Retirement-led community scheme approved (February 2021) to deliver 196 apartments for extra care retirement living (site allocation policy reference UA40). Construction has started.
- Former Greenfield School, Brooklyn Road, Woking: a planning application is pending consideration to redevelop the site to deliver 49 extra care units (C2 use class) for private sale, part-rent part-buy and rent.

8.16 Most of the schemes above have been delivered via private developers, although some have received public subsidy (for example, Hale End Court). The Council will continue to pursue bringing these schemes forward and other opportunities which present themselves. The commitment to provide extra care housing and additional care home beds is identified within the updated IDP Schedule.

8.17 SCC continues to work with the Care Quality Commission, CCG, district and borough councils (including WBC), the Children Schools and Families Directorate and other critical partners to jointly commission solutions and develop flexible models of care, with a focus on individuals living within and being part of a thriving community and remaining independent.

Community Facilities (including Libraries)

8.18 Policy CS19 of the Core Strategy sets out how the Council will work with its partners to provide accessible and sustainable social and community infrastructure to support growth in the borough, and promotes the use of such infrastructure for a range of uses. The loss of existing facilities or sites is resisted in recognition of their importance in achieving a sustainable community for Woking and for the wellbeing of its people.

8.19 Community centres come in a variety of scales and forms – some are owned by the Council but run by voluntary groups. The Council's Centres for the Community include St Mary's in Byfleet, Moorcroft in Westfield, The Vyne in Knaphill and Parkview in Sheerwater. The remainder of the community centres in the borough are run by third parties. The Council's draft Health and Wellbeing Strategy emphasises that these are important, valued assets, but recognises that they can be better utilised to support health and wellbeing. This has been addressed in the accompanying action plan, which identifies a range of services meeting the needs of both young and older residents – such as mental health and maternity services - which could be accommodated in the Council's Centres for the Community. The Council plans to launch local community stakeholder groups in the Centres by December 2021 which will meet quarterly and review current use and opportunities for future uses, focussing on the needs of residents in the local area.

- 8.20 The 2011 IDP identified a short-term need for the development of a community hub to serve Maybury and Sheerwater (later designated as a priority place by the Core Strategy); and the further development of existing community facilities through appropriate grant schemes. In the longer-term, the potential to develop a community hub to serve the Byfleets area was identified. These requirements were based on the findings of the 2011 Social and Community Facilities Study. The 2018 IDP sought to update these findings, drawing on information from emerging Neighbourhood Plans and in consultation with community groups. The 2018 assessment reaffirmed the need for a new community hub as part of the Sheerwater Regeneration Scheme, to include youth provision and reprovision of the community centre (Parkview); and to improve community facilities in the Byfleets area to accommodate future growth, including St Mary's Centre for the Community. The IDP Schedule also highlighted the need to improve the remaining Centres for the Community at The Vyne and Moorcroft.
- 8.21 Since the 2018 IDP was published, there has been much change, including the Covid pandemic and related income challenges. St Mary's and Moorcroft are considered to be under-utilised, but are located in busy locations where there is a growing need for them – which may be compounded by planned development in Westfield and the Byfleets area. The Council recognises that infrastructure enhancements are required to secure the sustainability of the centres, but seeks to achieve this in a way that reduces revenue costs, increases income and increases quality, whilst having a greater community impact. As such, a community-led, cost-effective approach was adopted during 2020 to help deliver enhancements to both centres, resulting in new community spaces for people to enjoy. A new café and outside space was launched at St Mary's in September 2020, alongside modernisation works to the whole centre, salon and halls. The Haven café was launched at Moorcroft, in addition to modernisation of the internal and external spaces. This has improved the capacity of the centres to generate income and meet local needs of a wider demographic of the local community, including young people. Plans to improve community services at Parkview to meet development needs will be delivered as part of the wider Sheerwater regeneration work (see table below for progress report).
- 8.22 Similarly, to meet needs for youth provision, future priorities are to work with SCC to make the best use of the borough's existing youth centres (Woking Youth Arts Centre and Sheerwater Youth Centre), and support future youth work opportunities at the Council's Centres for the Community, and at other community facilities where appropriate.
- 8.23 West Byfleet Neighbourhood Forum (WBNF) has also been pursuing its vision for a non-faith community centre to meet an identified gap in local provision, and in recognition of the fact that planned growth in the Byfleets area will place increased pressure on existing community infrastructure. WBNF are in discussions with stakeholders regarding possible sites. Both West Byfleet and Byfleet Neighbourhood Forums report that existing community facilities are highly valued and well-used, but there is limited spare capacity to accommodate additional growth in the area. Fundraising has commenced for the acquisition and renovation of Old Byfleet Fire Station, with a view to turn it into a new community facility. A change of use application is pending consideration. In order to relieve pressure on community facilities in the Byfleets area currently used by residents of Pyrford, including healthcare facilities, there is also scope to increase the capacity of facilities in the neighbouring Pyrford ward. A number of community projects have been identified in the Pyrford Neighbourhood Plan (particularly Appendix 1) which would enhance infrastructure capacity.
- 8.24 Libraries, whilst traditionally focused on access to books and other reading material, are increasingly seen to be more multi-functional community spaces, providing access to

computers and the internet and venues for community events and activities. SCC continues to operate three libraries across the borough at Knaphill, West Byfleet and Woking Town Centre. Byfleet is a Community Partnered Library, run by community volunteers.

- 8.25 Since the 2018 IDP was published, SCC has produced a strategy to achieve long-term sustainability of library and cultural services within a context of limited resources. Visits to the borough's libraries and book borrowing has seen a downward trend over the last ten years. However, attendance at events and activities in libraries has been increasing (before the pandemic). SCC considers its libraries to be well-used and its strategy aims to halt the decline in visits and book borrowing, and generate greater impact. The Library and Cultural Services Strategy 2020-2025 sets out SCC's vision and approach to modernising these services over the next five years, by working closely with communities and partners. Whilst existing libraries are not expected to close, the infrastructure will become more flexible, offering and facilitating more events and activities, and embracing new technologies (including digital to reach new audiences and offer 24/7 access). SCC will be looking for partners to co-locate into its larger libraries where possible, such as maternity services and GP practices or community groups, to support the wider health and wellbeing agenda. SCC considers in particular that the easily accessible Woking Town Centre library provision should be diversified to meet a wider range of service needs.
- 8.26 For all community facilities, the Council continues to focus on increasing the utility of the existing stock, therefore reducing demand for additional facilities which would otherwise be difficult to meet, particularly given the challenging financial climate post Covid-19. However, as well as modernising existing facilities and enabling co-location of community spaces, there are also new development-related opportunity sites that can accommodate new multi-purpose facilities reflecting the new need arising from the development and the potential to consolidate provision in more accessible locations/fit for purpose buildings.
- 8.27 In order to facilitate the delivery of new or improved flexible community and library spaces to meet needs arising from planned growth across the borough, as identified in previous iterations of the IDP, land has been allocated in the draft Site Allocations DPD as follows:

SA DPD reference and address (MM Consultation version)	Allocation details	Update since 2018 IDP
UA1 Library, 71 High Road, Byfleet	Allocated for mixed-use development to include a replacement community facility (library provision) and ensure that some form of library service is retained during redevelopment of the site.	The Byfleet Neighbourhood Forum seeks to protect its local community facilities from harm – including the library. Depending on scale of redeveloped community floorspace, any new provision should consider co-location with other community services where appropriate, tailored to meet local needs at the time, as per SCC Library and Cultural Services Strategy 2020-2025.
UA13: 30-32 Goldsworth Road, Woking Railway Club and Athletics Club, Systems House and Bridge House, Goldsworth Road	Allocated for mixed-use development to include re-provision of community floorspace, in line with policy CS19: <i>Social and community infrastructure</i> .	Permission has been granted through Planning Appeal (January 2022) for a development proposal on land to the north and south of Goldsworth Road to demolish the existing buildings (including the building housing the York Road Project, which provides hostel-style accommodation and move-on accommodation for homeless people) and deliver a mixed-use scheme comprising 929 residential units, communal residential space, commercial uses, a homeless shelter (c.1728sqm), replacement floorspace to house the Woking Railway Athletic Club (c.367sqm) and public

		realm works. The proposed York Road Project building aimed to consolidate a number of existing uses into one location, ranging from day centre and staff facilities through to accommodation with differing levels of support.
UA15: The Big Apple, HG Wells Conference Centre, 48-58 Chertsey Road	Allocated for mixed-use development to include provision of community/cultural and entertainment floorspace, in line with policy CS19: <i>Social and community infrastructure</i> .	Permission was refused in March 2020 for a development proposal at Crown Place, Chertsey Road, which sought to demolish all existing buildings and deliver a mixed-use scheme comprising 366 residential units, commercial and community uses, and new public realm. The land continues to be allocated in the SA DPD for mixed-use development including community/cultural and entertainment floorspace, and an indicative 67 dwellings.
UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way and Laburnum Road, Barnsbury Farm Estate	Allocated for residential uses, but incorporates a key requirement to ensure that social and community uses within the existing shopping parade are retained or replaced in accordance with policy CS19: <i>Social and community infrastructure</i> .	No progress to note.
UA24: Land within Sheerwater Priority Place	Allocated for regeneration to include community and leisure uses.	Since the last IDP was published, significant progress has been made with the community hub, now referred to as a 'community campus', as part of the Sheerwater Regeneration Scheme. WBC has been working with Well North Enterprises, a community interest company, to look at how the community and commercial space across the development can be best used to serve the needs of the community. Plans for a new, two-storey community centre are being developed, and will form part of the yellow phase of redevelopment, due to commence July 2021. The campus will bring together the replacement for Parkview, the existing nursery facility, the Sure Start facility, youth services and the Health Centre into one building. Retail units have been placed next to the community hub, including one that is proposed to be a pharmacy.
UA30: Walton Road Youth Centre, Walton Road:	Allocated for residential and community uses, to include enhanced youth provision.	Permission was granted for the demolition of the existing former youth centre, which is now complete. SCC confirm that the services previously provided at the facility (which closed in 2015) were relocated in alternative premises, including at the Maybury Centre. The Maybury Centre is located c.175m from the Walton Road site, and provides a wide range of community uses, including a youth centre. The Maybury Centre is, however, in need of refurbishment to remain sustainable. This has been included in the IDP Schedule.
UA40 Land at Station Approach, West Byfleet	Allocated for mixed-use development to include a replacement library. Policy S&C4 of the West Byfleet Neighbourhood Plan also supports the enhancement of library facilities.	Permission has been granted (April 2021) for a mixed use development to include 1400sqm of communal amenity floorspace to serve the extra care units; and c.361sqm community floorspace (Class F1/Class F2) to provide opportunity for the re-instatement of existing library services. Development has commenced. West Byfleet is a band C library which is considered by SCC to deliver key services to support reading, digital, learning, health and wellbeing and cultural activities. The library is central to the community and will play a key role in the new development. SCC, WBC and the developer are working towards a detailed design and specification for the library space (using national space standards), and exploring opportunities to incorporate shared spaces with public, voluntary, community and private sector organisations. A flexible space is preferred in order to host activities and events, some of which will be led by the library service, and some community-led. Meeting

		room space to host classes and workshops is also preferred. Temporary library provision at the Old Sorting Office on Rosemount Avenue is sought (pending planning permission).
UA41 Camphill Club and Scout Hut, Camphill Road, West Byfleet	Allocated for residential and community use, to include a replacement for the existing community facility (currently used as a Social Club and Scout Hut).	There continues to be widespread community support for improved built facilities to accommodate the Scouts (see West Byfleet Neighbourhood Plan).
UA42: Woking Football Club, Gymnastics Club and Snooker Club, Westfield Avenue	Allocated for mixed-use development to include community/leisure uses – including a football stadium with enhanced facilities.	Woking Football Club funding has been removed from the funded Investment Programme for the time being as planning permission for the scheme (ref. PLAN/2019/1176) has not been achieved. The land continues to be allocated in the SA DPD for mixed-use development including an enhanced football stadium, retail floorspace, and an indicative yield of 93 dwellings.
GB3: Brookwood Cemetery	Allocated for community uses to include an enhanced cemetery and ancillary facilities.	The masterplan and experience plan were approved at Full Council in July 2020. New visitor facilities will include a café, walking trail, education centre and museum, with new information points and zoning (subject to planning approval). The plans also seek to expand future burial areas to increase capacity. Capital improvements are underway at the cemetery, but the assumed level of capital grants have been reduced in the Council's Investment Programme. A total capital grant of £300k has been approved for the cemetery as of February 2021.

8.28 A number of projects had been included in the IDP Schedule to help meet growing demand. The up-to-date IDP Schedule in Chapter 3 brings these requirements up to date, based on the latest progress with projects and any newly identified projects to meet growing demand. WBC will continue to engage with SCC and local stakeholders to identify needs and respond to opportunities that align objectives in the Council's forthcoming Health and Wellbeing Strategy, and SCC's Library and Cultural Services Strategy.

8.29 Where there is no spare capacity to meet the additional demands arising from new developments, and it is not feasible to incorporate new provision on-site, WBC will seek a developer contribution towards the provision of additional/enhanced facilities locally to mitigate development impacts.

8.30 SCC's Developer Contribution Guide explains how specific requirements will be determined on a case by case basis depending on the scale of housing proposed and the existing provision locally.

8.31 For libraries, the Surrey County Council Developer Contribution Guide sets out that developer contributions may be required towards the provision of:

- Site or a building to enable relocation and expansion
- Modification, upgrading or extension of existing accommodation
- Co-location with other services
- Library fit out and additional stock
- Upgrading infrastructure related facilities such as IT.

9. Other Public Services

Summary of 2018 IDP

9.1 A summary of the 2018 IDP is provided below:

- Additional waste capacity to be provided through intensification and enhancement of existing sites, including that at Martyrs Lane, and at new appropriate sites brought forward by the waste management industry. A new waster transfer station at the Slyfield industrial estate in Guildford Borough would increase recycling capacity for residents of 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.
- New infrastructure would be required to accommodate additional police officers and patrol vehicles to meet growing demand, accompanied by improvements and additions to Automatic Number Plate Recognition infrastructure. In the longer-term, a new, modern headquarters is preferred, potentially co-located with other Blue-Light services.
- In terms of fire and rescue service, a new fire station had been delivered on Victoria Way, which was considered sufficient to meet demand generated by planned development in the Core Strategy. Crewing levels would be continually reviewed based on ongoing assessment of community risk.

Updated Position

9.2 This chapter of the report provides an update on the provision of remaining public service infrastructure within the borough (which hasn't been covered in Chapter 8) and its capacity to meet housing growth, where new information has become available. The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
The Surrey Waste Local Plan 2019-2033 (December 2020)
Thames Water 'Building a Better Future – Enhancing Thames Water's Business Plan for 2020-2025', available at: https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan
Thames Water Business Plan for period covering 2020-2025, available at: https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan
Thames Water Drainage and Wastewater Management Plan documents, available at: https://storymaps.arcgis.com/stories/201050209c7a4658a1c2265aa4411375
Surrey County Council Developer Contribution Guide (November 2020)
Surrey Police and Crime Commissioner, Police and Crime Plan 2018-2020, available at: https://surrey-pcc.gov.uk/wp-content/uploads/2018/05/Surrey-Police-16pp-A4-Police-and-Crime-Plan-2018-2020-1.pdf
Surrey Police and Crime Panel Documents, 5 February 2021, available at: https://mycouncil.surreycc.gov.uk/documents/g8119/Public%20reports%20pack%20Friday%2005-Feb-2021%2010.30%20Surrey%20Police%20and%20Crime%20Panel.pdf?T=10
South East Coast Ambulance Service NHS Foundation Trust Board Papers, available at: https://www.secamb.nhs.uk/what-we-do/about-us/trust-board-meeting-dates-and-papers/
Woking Borough Council Report to Council on Investment Programme 2020/21 to 2024/25 (February 2021)
Meetings and correspondence with Surrey County Council Spatial Planners, Woking Borough Council Housing Team, Surrey County Council as Fire Authority and estate advisers to SECamb.

Delivery Update – Waste

- 9.3 SCC is the waste disposal authority operating household waste recycling centres (HWRC) and waste transfer stations (WTS) across the county. Woking's HWRC is located at Martyrs Lane; and the nearest WTS is at Slyfield Industrial Estate in Guildford, co-located with another HWRC which is accessible to residents of Woking. Co-mingled recyclables collected from kerbside are delivered to a Material Recovery Facility (MRF) in Leatherhead.
- 9.4 On 8 December 2020, SCC adopted the Surrey Waste Local Plan (replacing the 2008 Plan), which sets out how and where different types of waste will be managed in Surrey to 2033. A series of up-to-date assessments, including a waste needs assessment, underpin the new spatial strategy for sustainable waste management capacity across the county. Additional capacity will be provided for by safeguarding existing capacity; through appropriate extensions and enhancements to existing facilities; and by the development of new facilities in suitable locations. It aims to make the best use of existing sites, and in this regard, the existing waste facility at Martyrs Lane and existing wastewater infrastructure is safeguarded. However, the 7.3ha site to the east of the Martyrs Lane facility which was previously safeguarded for waste management has not been carried forward in the new Plan as the identified need was not considered to provide sufficient justification for the allocation of such land (which is situated in the Green Belt).
- 9.5 Five strategic waste sites have been allocated outside the borough to meet future needs, including land to the north east of Slyfield Industrial Estate (Guildford); the former Weylands sewage treatment works at Walton-on-Thames (Elmbridge); land adjoining Leatherhead Sewage Treatment Works (Mole Valley); Oakleaf Farm, Stanwell Moor (Spelthorne) and Land at Lambs Business Park, South Godstone (Tandridge). Land adjacent to Trumps Farm, Longcross (Runnymede) is allocated for the development of a Household Waste Recycling Facility.
- 9.6 Whilst no new strategic waste infrastructure sites have been allocated in Woking, two 'Industrial Land Areas of Search' (ILAS) have been identified at Byfleet and Monument Way East Industrial Estates, which are 'in principle' areas within which it is more likely that sites considered suitable for the development of additional waste management facilities can be delivered to meet future need. These are not allocated as sites for waste development, but identified as areas within which there may be potential for waste development as their existing uses – employment use, industrial use and storage or appropriated mixed-use – are considered to be compatible with waste management uses. Any existing waste management facilities within these sites are also safeguarded by the Plan. This will be reflected in a modified Proposals Map which accompanies Woking's Development Plan for the area.
- 9.7 The IDP Schedule has also been updated to reflect these infrastructure requirements.

Wastewater

- 9.8 The Surrey Waste Local Plan also identifies suitable locations and sites for wastewater treatment works to provide certainty that the additional capacity need to manage wastewater needs in Surrey can be developed and that the national requirement to identify sites has been met. The Plan safeguards sites in existing waste use, including wastewater and sewage treatment works (including those with temporary permission). Woking continues to be served by five Sewage Treatment Works: one within the borough in Old Woking, and four outside the borough in Wisley, Chobham, Chertsey

and Hockford as illustrated in the 2018 IDP, which are all safeguarded as per Policy 7 of the new Waste Plan.

- 9.9 Woking Town Centre, Sheerwater Regeneration area and West Byfleet, where the majority of housing and commercial growth is planned, are within catchments served by Woking Sewage Treatment Works at Carters Lane, and Wisley Sewage Treatment Works.
- 9.10 Thames Water Utilities Ltd are the statutory water and sewerage undertaker for Woking Borough and are a statutory consultation body for both planning applications and local plan preparation. Since the 2018 IDP was published, Thames Water has entered 'AMP7' (Asset Management Plan 7) which covers the five-year period to 31 March 2025, thus covering the majority of the remaining Core Strategy period. Thames Water is also working on a Drainage and Wastewater Management Plan (DWMP) aimed at improving long-term drainage and wastewater planning, ready for consultation in summer 2022, to support their business plans for the 2024 price review. This will include a detailed capacity assessment and what might be available in the future to accommodate planned growth. Updated future development and site allocations continue to be shared with Thames Water to ensure that plans for wastewater infrastructure upgrades take into account the most up to date projections.
- 9.11 To date, Thames Water have not identified any specific long-term infrastructure improvement requirements to meet development needs in Woking. The new Surrey Waste Local Plan sets out how the majority of wastewater treatment works across Surrey have sufficient capacity to accept wastewater and treat sewage sludge from the growth anticipated across the county, including that generated in Woking, over the Plan period (to 2033) without the need for improvements to existing facilities. However, policy 12 of the Plan supports the improvement or extension of existing wastewater and sewage treatment works where a need is identified in the future. Policy CS6 of the Core Strategy designates the treatment works at Carters Lane as a Major Developed Site in the Green Belt to allow for limited infilling and redevelopment for this purpose, without compromising the integrity of the Green Belt.
- 9.12 Thames Water have conducted a review and assessed the capacity of existing wastewater treatment works in relation to proposals for new development, including housing and employment allocations, as part of the Site Allocations DPD process, and indicated where there may be localised capacity constraints that may need to be addressed. Key requirements have been included in the following site allocation policies to ensure developers engage with Thames Water early in the development management process, and to ensure a detailed wastewater drainage strategy is submitted with any planning application to inform any necessary upgrades and achieve sufficient management of waste water capacity:
- UA6: 2-24 Commercial Way and 13-28 High Street, Woking GU21 6BW
 - UA14: Poole Road Industrial Estate, Woking GU21 6EE
 - UA24: Land within Sheerwater Priority Place, Albert Drive, Woking GU21 5RE
 - UA25: 101-121 Chertsey Road, Woking GU21 5BW
 - UA29: 95-105 Maybury Road, Woking GU21 5JL
 - UA31: Car Park (east), Oriental Road, Woking GU22 8BD
 - UA32: Royal Mail Sorting/Delivery Office, White Rose Lane, GU22 7AJ
 - UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking GU22 7QE
 - UA38: Camphill Tip, Camphill Road, West Byfleet KT14 6EW
 - UA40: Land at Station Approach, West Byfleet KT14 6NG
 - UA42: Woking Football Club, Westfield Avenue, Woking GU22 9AA

- GB7: Nursery Land adjacent to Egley Road, Mayford GU22 0PL
- GB9 and GB9A: Land surrounding West Hall, Parvis Road, West Byfleet KT14 6EY
- GB10: Broadoaks, Parvis Road, West Byfleet KT14 6LP

- 9.13 Thames Water stress that more detailed modelling may be required at an early phase of development management to refine any requirements, based on the nature of the development proposed. Planning permission for development coming forward on these sites which result in the need for off-site upgrades, or any other sites in the borough where Thames Water has indicated a capacity constraint through statutory consultation, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades. Phasing conditions may be appropriate to ensure upgrades are delivered ahead of the occupation of the relevant phase of development.
- 9.14 Thames Water have highlighted a need to take account of Woking Sewage Treatment Works at Carters Lane, Old Woking, should any development at GB17: Woking Palace take place. The modified draft Site Allocations DPD sets out how the Council aims to produce a development brief to explore viable uses of the site (rather than allocating the land at this stage), and Thames Water will be involved in this process at the appropriate time.

Delivery Update – Emergency Services

Police Service

- 9.15 The assessment of infrastructure requirements presented in the 2018 IDP, which identified the need for additional police officers, support/divisional staff and capital infrastructure to support new staff, remains valid. Capital infrastructure identified to support housing growth includes start-up capital costs, adaptation costs for conversion of floorspace to accommodate additional staff, investment in new patrol vehicles, and improvements and additions to the Automatic Number Plate Recognition infrastructure in the borough. The 2018 IDP also reported that a replacement of both Mount Browne and Woking stations with a single, modern HQ potentially located with other Blue-Light services would be a viable option.
- 9.16 Surrey Police had stated that the funding it receives from central Government, the Council Tax precept, asset disposal, redirection of revenue funding and other grants would not be sufficient to fund the infrastructure identified to meet needs arising from planned growth in the borough. They stressed that the number of increased households do not lead directly to an increase in central government grant; and whilst there might be growth through the council tax generated by an increase in the Council Tax Base, this funding would not be available to fund the infrastructure that would be required to effectively police the proposed areas of new development in Woking. The 2018 IDP therefore stated how the Council would continue to engage with Surrey Police during the development management process, and through future reviews of the CIL Charging Schedule, to determine whether there is justification to use CIL income to deliver capital police infrastructure.
- 9.17 Strengthening police numbers is now a priority for both national government and Surrey Police Force. In March 2017 there were 1,944 officers on the establishment, and by March 2021 this had increased to 2,022, partly due to the government's Police Uplift Program, and partly due to an increase in local council tax police and crime commissioner precept. In the context of the 2021/22 national policing settlement and the £15 precept increase, an additional £4.1m of funding will allow Surrey Police to meet increased demand and accelerate their recruitment plans. The 2021/22 investment will

pay for an additional 10 police officers (above the 73 paid for by the second tranche of Operation Uplift) and 67 operational staff, and allow the Force to invest in a number of areas to improve crime prevention and solve crimes.

- 9.18 A 'Building the Future Project' (BFT project) was initiated in 2016 with a view to purchase a 10 acre, new HQ site in Leatherhead. A review identified the Mount Browne, Reigate and Woking sites as providing poor value and unlikely to meet the future needs of modern policing. In November 2021, following an independent review, a decision was taken that the best option to create a policing base fit for a modern day police force while providing the best value for money for the public was to redevelop Mount Browne. The development will take place in phases including a new joint Contact Centre and Force Control Room, a better location for the Surrey Police Dog School, a new Forensic Hub and improved facilities for training and accommodation. The Leatherhead site will be sold. Funding of capital will be challenging given the pressures on the revenue budget and lack of government grant – more schemes will need to be funded by borrowing, and there is significant pressure on the delivery of the Force's capital program in future years.
- 9.19 The Neighbourhood Policing Team serving Woking borough will continue to operate from the council offices, ensuring local response times are maintained. Western and Northern divisional teams will be retained at Guildford and Staines police stations. The move is part of an extensive estates project to deliver long-term savings by moving out and disposing of some of the current outdated and costly buildings. A more efficient estate will be created that will allow the Force to work in new ways and meet the challenges of modern policing. The front counter service at Woking Police Station moved into the borough council offices in the Town Centre in January 2020.
- 9.20 This new infrastructure will help accommodate an increase in police officers as a result of the Government's Operation Uplift and local objectives to expand the workforce to meet growing demand. However, there is still scope to seek developer contributions to fund the capital infrastructure required to address additional incidents caused by a growth in housing in the borough, as identified in the 2018 IDP.

Fire and Rescue Service

- 9.21 Surrey Fire and Rescue Service (SFRS) continues to operate from 25 locations across Surrey, although the way some of them are crewed has changed, including at Woking Fire Station.
- 9.22 In May 2018, the Government revised its Fire and Rescue National Framework for England, seeking to embed an ambitious programme of reform within the fire and rescue sector. In response to both this national framework, and driven by the changing nature of society and a decrease in threats and risk of accidental fire, the Fire and Rescue Authority (SCC) developed a 'Making Surrey Safer' Plan for 2020-2024 to change the delivery of services, within the context of a challenging budget. This includes a shift towards more preventative action, which also aligns with SCC's new vision to 2030, placing greater emphasis on prevention, services for vulnerable people, and the need for greater collaboration with partners.
- 9.23 The Plan sets out how the way the SFRS works in Woking (and wider area) is changing – with a refocus to increase work with communities and business to prevent emergencies from happening. In 2019, the crewing level at Woking Fire Station was two 'whole-time crews' i.e. two crews were located at the fire station, ready to respond on a 24/7 basis. Implementation of phase one of the Plan resulted in this changing to one 'whole-time crew' and one 'day crew' i.e. one of the crews is now only be based at the

fire station during the day. There were also reductions in crewing at Camberley, Guildford and Chobham Fire Stations.

- 9.24 However, the Plan is underpinned by significant modelling to demonstrate how this approach does not affect the ability to respond to emergencies in a timely manner from all staffed locations, day and night. It would still be possible to send the closest and most appropriate resource to the situation, regardless of where they are based, which may include resources from neighbouring Fire and Rescue Services, and other emergency services and partners, including voluntary groups, to manage emergencies as part of a multi-agency response (e.g. widespread flooding).
- 9.25 In terms of infrastructure, there is no further update on the 2018 IDP – in order to meet needs arising from housing and commercial growth to 2027, the new fire station on Victoria Way has been delivered as part of the redevelopment of the site. The SFRS is now turning its attention to implementing the second phase of its Making Surrey Safer Plan and focusing resources where they're most needed. Crewing levels continue to be reviewed based on up-to-date assessments of community risk.
- 9.26 Development proposals need to be planned with fire safety, including emergency access, in mind, as per the requirements of the latest Building Regulations. The local Fire and Rescue Service is a statutory consultee for major proposals.

Ambulance Service

- 9.27 As depicted in Part 1 of the IDP review under health provision, policy changes towards 'integrated healthcare' require rapid restructuring towards collaborative ways of working. In this new operating environment, the South East Coast Ambulance Service (SECamb) aims to work with Integrated Care Systems and Partnerships, and Primary Care Networks, to deliver extended urgent and emergency care pathways. This has strategic implications on the way the Trust is organised, and about investing or disinvesting in its key resources areas, including estates, fleet, technology, workforce and finance. An Estates Strategy review is underway.
- 9.28 In the meantime, partly in response to an expanding population and increase in new housing developments across the South East, SECamb continues to consider the provision of additional Make Ready Centre (MRCs) and Ambulance Community Response Post (ACRPs) infrastructure. Woking's residents are served by out-of-borough facilities, the nearest of which is the Chertsey MRC in Ottershaw.
- 9.29 The 'Make Ready' program involves the co-location of smaller, out-dated ambulance stations into purpose-built, larger, centralised ambulance centres – MRCs - from which crews are dispatched across a locality. This program was 80% complete as at March 2021, to achieve a fully modernised estate portfolio. A ninth centre opened in November 2020 in Brighton, and work is now focused on the development of new Banstead and Medway Make Ready Centres. The Banstead MRC will serve North Surrey (but a different operating area to that of Woking), and will become fully operational by Spring 2022. Ambulance crews operating from Epsom, Leatherhead, Redhill, Dorking and Godstone ambulance stations will transfer to the new centre, and SECamb then intend to market the existing stations for potential sale and redevelopment.
- 9.30 The Trust is currently reviewing its portfolio of ACRPs to ensure they are in the right place, and fit-for-purpose. ACRPs are strategically located across the region with suitable rest facilities for crews between responding to emergency calls and when on a break. Priority will be given to co-location with other services if possible, alongside reconfiguring existing property, rather than developing new infrastructure.

- 9.31 SECAmb has an immediate requirement for an ACRP in Woking Town Centre or to the east thereof – up to 500sqft of accommodation providing staff/crew welfare facilities. The Trust has also indicated that the existing facility in Chertsey is sub-optimal, and will continue to come under more pressure partly as a result of planned cumulative development in the operating area, including from Woking. If the existing site cannot be expanded, a new site would be sought – c.1.5acres or c.20,000sqft plot industrial unit. The IDP Schedule has been updated to reflect these needs, with indicative costings.
- 9.32 The fleet replacement programme is also ongoing, including increasing the number of ambulances available for its teams and introducing different types of ambulances in line with national recommendations made through the Carter Review.
- 9.33 In terms of longer-term planning, a new 'Better by Design' Programme commenced in April 2021 (planning phase) and will move into an implementation phase in October 2021. This will focus on the structural changes required to deliver ambulance response times sustainably in the future, and respond to a projected increase in demand.

Summary on future infrastructure for emergency services

- 9.34 Increasing pressure on Surrey's emergency services, and a requirement to do more with less, necessitates the need to streamline and create more efficient services. This model of delivery will be facilitated by the freeing up of assets to provide much-needed funding, and consolidation into co-located hubs with other essential community services. With the assistance of technological advancements and innovation, this will enable the services to increase their capacity and overall effectiveness.
- 9.35 The emergency services need to remain dynamic in order to respond to the political climate, and meet the strategic needs of the wider sub-regional area, allocating resources effectively through flexibility. Such requirements within Surrey are being assessed on an ongoing basis, and both the county and local borough councils will work with infrastructure providers to ensure any additional capacity within the borough to meet needs from housing and commercial growth can be facilitated. The IDP will continue to be updated to reflect any new requirements, budget allocations and technological advancements.

10. Utilities

Summary of 2018 IDP

10.1 A summary of the 2018 IDP is provided below:

- The 2018 IDP assessed requirements for gas supply, electricity supply, CHP supply, water supply, wastewater treatment and communications infrastructure.
- Gas: SGN anticipated an overall reduction in demand to 2027 due to various measures, such as introducing government targets for renewable energy, increasingly decarbonised energy economy, and smart metering. No major infrastructure projects were identified for the borough in SGN's Long Term Development Statement, but specific development proposals may require reinforcement (to be determined at development management stage).
- Electricity: future demand assessment identified a need for c.50MW electricity supply to 2026, and that adequate supply capacity was available to meet this demand. Two projects to upgrade infrastructure at Brookwood and Byfleet would help to increase network capacity. Specific development proposals may require reinforcement (to be determined at development management stage).
- CHP: planning policy CS22 of the Core Strategy seeks to ensure new development incorporates CHP or other forms of district heating, and connects to an existing network (or is designed to connect to a future network) if there is one in proximity to the proposed development, as per the connection zones described in the Climate Change SPD. The energy station on Victoria Way would have capacity to supply new developments in the eastern half of the town centre, but new generating capacity and/or distribution networks serving development sites to the west and south of the Town Centre would be needed to meet projected energy demand arising from planned development. Further expansion of the network to the northern and eastern parts of the Town Centre would serve new development coming forward in these areas. A new energy centre at Poole Road Industrial Estate had secured planning permission. There was potential to serve new development in Sheerwater with a dedicated energy station and district heating network. A number of site allocations had been assessed for their potential to be supplied by existing and new decentralised energy plants and distribution infrastructure, and key requirements had been incorporated into site allocation policies accordingly.
- Water: Affinity Water anticipates that its Central region, within which Woking is situated, will not have sufficient water supply to meet increased household needs over 25 year plan period (but non-household demand will remain stable). No large-scale infrastructure projects have been identified to address needs; rather a focus on demand management measures, namely metering, water efficiency and leakage reduction via pipe repairs. No strategic network upgrades likely to be required as a result of proposed housing developments in the draft SA DPD, but local network reinforcements likely in Mayford/Kingfield, Pyrford, Town Centre and West Byfleet areas. Developers of sites in these areas should engage with Affinity Water early in the development management process to assess extra capacity required. Any planning permission for residential development is conditional on achieving high water efficiency standards. IDP to be updated once new Water Resource Management Plan is published.

Updated Position

10.2 This chapter of the report provides an update on the provision of utilities infrastructure within the borough and its capacity to meet planned housing and commercial growth,

where new information has become available. The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Correspondence with suppliers, including UK Power Networks, Affinity Water, Thamesway Energy and SGN
UK Power Networks Electric Vehicle Strategy (November 2019), available at: https://innovation.ukpowernetworks.co.uk/wp-content/uploads/2019/11/UK-Power-Networks-Electric-Vehicle-Strategy-November-19.pdf
SGN RIIO GD2 Business Plan Appendix – Capacity Management (December 2019), available at: https://www.sgnfuture.co.uk/wp-content/uploads/2019/12/Appendix-018-SGN-Capacity-Management.pdf
Correspondence with SCC Superfast Broadband Project Manager (May 2021), and Economic Development Officers at WBC.
SCC Cabinet Papers setting out Surrey's Digital Infrastructure Strategy and Delivery Update (April 2021), available at: https://www.surreycc.gov.uk/Assets/Agenda/Agenda Document for Cabinet, 27/04/2021 14:00 (surreycc.gov.uk)
WBC draft Economic Development Action Plan and Digital Infrastructure Strategy (not yet published, subject to further consultation in Autumn 2021)
Department for Digital, Culture, Media and Sport, Project Gigabit Delivery Plan - Summer Update (August 2021), available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007788/Project Gigabit Summer Update Accessible PDF 2 Aug 2021 1 .pdf
UK Parliament, House of Commons Library Data Dashboard: Constituency data on broadband coverage and speeds (May 2021), available at: https://commonslibrary.parliament.uk/constituency-data-broadband-coverage-and-speeds/
Think Broadband – independent broadband information site, available at: https://www.thinkbroadband.com/ .
Affinity Water, Water Resources Management Plan 2020-2080 (April 2020), available at: https://www.affinitywater.co.uk/docs/Affinity Water Final WRMP19 April 2020.pdf

Delivery Update

- 10.3 The Council continues to share data with suppliers on an annual basis to allow them to integrate data directly into their planning tools and gain a better understanding of emerging decarbonisation strategies, infrastructure and growth plans. Data is shared in the form of shapefiles, which contain geo-spatial polygons which are a digital representation of potential development areas. These are then incorporated into suppliers' network analysis models. The following updates have been received since the 2018 IDP was published.

Gas Provision

- 10.4 SGN's network within the borough is predominantly fed through one Transmission Regulator Station (TRS) from the Local Transmission System (LTS). Woking TRS feeds the borough, reducing pressure to the Medium Pressure (MS) system. In turn, the MS system is further broken down to local Low Pressure (LP) systems directly supplying the majority of existing domestic customers. Future gas demand is predicted to decline in the southern region due to the introduction of government targets for renewable energy, policies to decarbonise the energy economy, growing low-carbon economy and smart metering.
- 10.5 Since the 2018 IDP was published, SGN have carried out a high level assessment on the impact of the draft SA DPD proposals and confirms that no large-scale reinforcements are likely to be needed to meet forecast demand. SGN do not develop

firm extension or reinforcement proposals until they are in receipt of confirmed developer requests. In this regard, developers are encouraged to engage with the operator early in the development management process once the nature of development becomes clear, to determine if LP network reinforcement, in addition to that required for the Intermediate Pressure and Medium Pressure network, will be needed. Reinforcement solutions are likely to involve the provision of a new pipeline in parallel to SGN's existing mains system, but may also include the installation of above-ground apparatus involving land purchase.

- 10.6 Developer funding is required for new connections and upgrades to existing infrastructure that is required as a result of development.

Electricity Provision

- 10.7 UK Power Networks (UKPN) has provided an up-to-date assessment of need based on their latest Regional Development Plan, taking into account projected growth within the borough. They have advised that given the good working order of existing infrastructure, they do not see any need for additional major schemes or projects within Woking which will not come forward as a result of development. Developers should continue to engage with UKPN early in the development management process to review whether their additional load and/or generation or battery storage triggers a need for reinforcement. If that were the case, then a proportion of the costs would be chargeable to the developer.

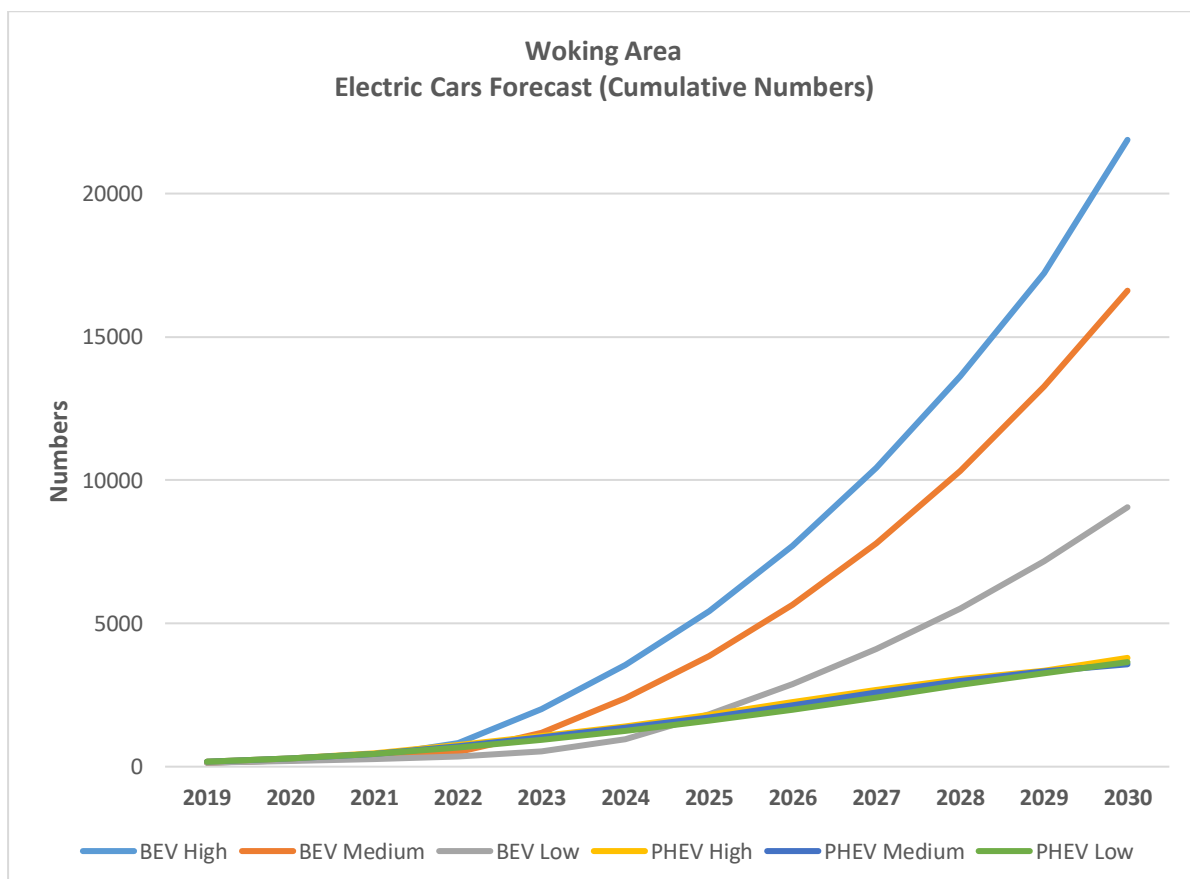


Figure 12: Electric Cars Forecast for Woking Area. Source: UK Power Networks, January 2021

- 10.8 However, in response to national and local policy aims to provide energy with the lowest environmental impact, UKPN has identified a growth in demand for Electric Vehicles (EVs) (see Figure 12), and low carbon technologies which are triggering a need for high voltage and low voltage reinforcement across the whole of its network. UKPN is

prioritising individual circuits and substations located across the borough which, according to its models, will be the first ones to be overloaded when this new load materialises. Outcomes of recent consultations on EV infrastructure within the Building Regulations framework and Smart Charging will set expectations, and inform UKPN's future investment plans. The Council will continue to share development data with the network operator, including making UKPN aware when charging infrastructure is likely to be installed in new developments, to assist with their detailed forecasting.

- 10.9 Upgrades/improvements to local electricity distribution network are funded by system charges, through electricity bills. Developer funding is required for new connections and upgrades to any infrastructure that is required as a result of development.

Decentralised Energy Networks

- 10.10 A Decentralised Energy Network (DEN) is a system of pipes that moves energy in the form of hot or chilled water, from where it is created directly to where it is needed. These systems replace the conventional arrangement for each building using individual on-site generation equipment, such as boilers or chillers, serving one site only. DENs may also generate and supply locally generated electricity, typically derived from the use of combined heat and power (CHP) technology.
- 10.11 Operating DENs in Woking since 2001, Thameswey Energy Limited (TEL) has recently completed a third network in the town centre, served by a new energy centre situated in Poole Road and district cooling centre in the Victoria Square development. The IDP Schedule has been amended to reflect the delivery of this project.
- 10.12 This new network is considered a 'Fourth Generation' heat network, which operates at lower flow and return temperatures than most conventional heat networks. This design difference enables the network to use renewable heat generators such as heat pumps, at a high efficiency. The Poole Road Energy Centre has not been tailored to a single generation technology – the space can be easily adapted to accommodate whichever plant is required in the future.
- 10.13 The following table summarises the networks and generation capacity of existing plants and plants due to be installed in the near future (subject to change depending on new plant, storage or other infrastructure adjustments):

Energy network name	Operational from	Generation capacity (kWth or kWe)	Services provided	Potential for New Connections
Woking Town Centre 1 (Victoria Way)	2001	4,000	Heat	Limited
		500?	Cooling	Limited
		1344	Power	Low
Pool in the Park & Leisure Centre	2002	1000	Heat	Low*
		0?	Cooling	N/A*
		835	Power	Low
Woking Town Centre 2 (Poole Road)	2021	1600?	Heat	High
		1000?	Cooling	High
	2022	1500	Power	Limited

Table 17: Woking Energy Networks, Capacity and Potential for New Connections (2021)

* = Denotes significant need for generation infrastructure to accommodate new connections.

- 10.14 The Poole in the Park and Leisure Centre DEN has limited capacity for connections to new buildings, with current generators. However, the principal piece of DEN

infrastructure is the network of pipes. A major new development in close proximity to Woking Park may create a feasible opportunity to extend the network and add new generators, pipework and thermal storage. The draft Site Allocations identifies only one site for which this may be relevant: UA42 Woking Football Club, Gymnastics Club, and Snooker Club, Westfield Avenue.

- 10.15 An alternative to extending the existing heat network to the south of the railway line, which the 2018 IDP considered, is investing in a third town centre energy centre. Now that the Poole Road Energy Centre has been delivered, with the capacity to serve sites south of the railway line, this option is not preferred and would only be pursued should the expansion of the network under Victoria Arch face significant physical or financial constraint. The development known as 'Harrington Place' on the St Dunstan's site to the south of the railway line has been designed and delivered to be 'futureproofed' for connection to the heat network once it is available.
- 10.16 The map below has been updated from that in the 2018 IDP to show the DENs and energy stations within the town centre, including planned extensions and connections to the network that are in progress although nearing completion (as of February 2021). It also shows zones designated as 'District Heat Areas' in the Climate Change SPD where new development is expected to connect or be connection-ready (unless a better alternative for reducing emissions is demonstrated). Lastly, potential connection zones are included where recent analysis has shown that further suitable sites (drawing on spatial distribution of sites in the draft Site Allocations DPD) could be served by the network. The Council intends to update the Climate Change SPD to reflect this latest analysis, subject to further consultation. Key requirements have been included in relevant site allocation policies to ensure development coming forward connects to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved.

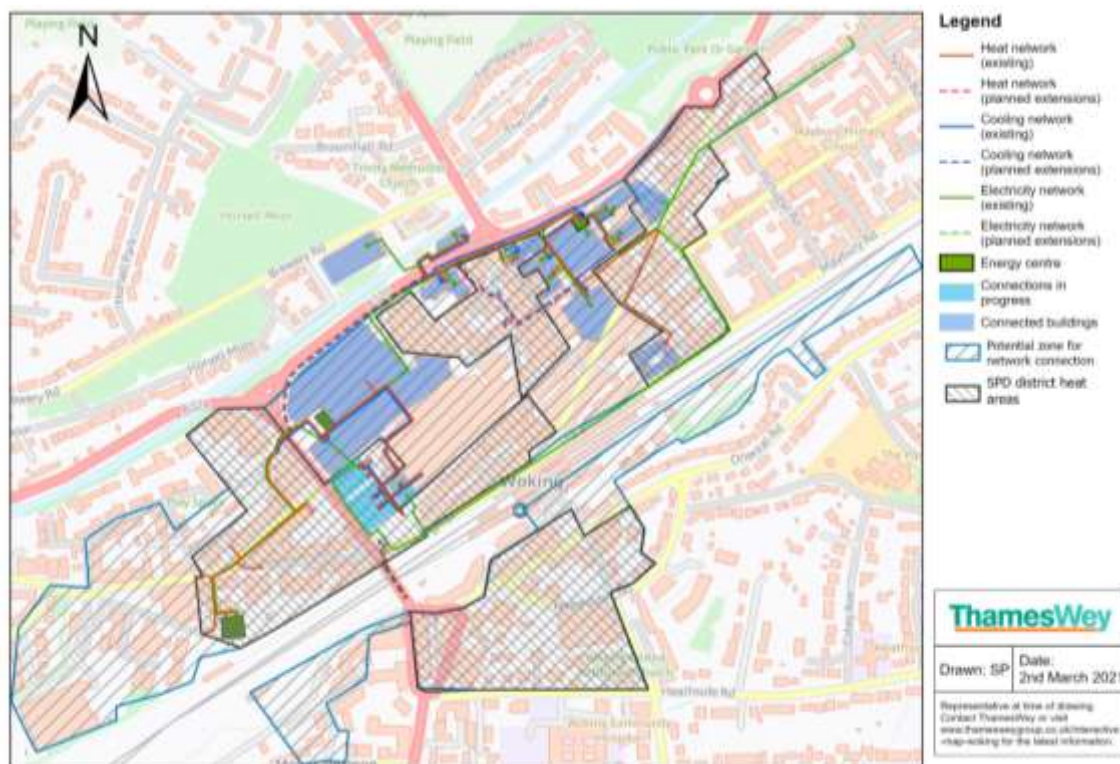


Figure 13: DENs and energy stations in Woking Town Centre, District Heat Areas, and potential connection zones (March 2021)

- 10.17 The two sections of planned extensions represented by dotted lines along Victoria Way and crossing Victoria Arch are considered to be of significant strategic importance to the network. These will facilitate a greater 'step-change' in network decarbonisation, boost capacity for connections in the east of the town centre, and allow sites south of the railway to access network services.
- 10.18 Beyond the town centre and park, the draft Site Allocations DPD allocates land within Sheerwater Priority Place, Albert Drive, for major regeneration. A DEN is planned for this site as part of the new infrastructure provision for the regeneration scheme.
- 10.19 A summary of sites with potential to be supplied by existing, extended, improved or new decentralised energy infrastructure is provided below.

Energy network infrastructure	Site allocations
High potential to be supplied by existing DENs	UA2 Trizancia House, Thomsen House & Woodstead House 72, Chertsey Road
	UA3 Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ
	UA4 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN
	UA6 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW
	UA8 The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ
	UA9 113-129 Goldsworth Road, Woking, GU21 6LR
	UA10 MVA and Select House, Victoria Way, Woking, GU21 6DD
	UA11 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ
	UA12 Synergy House, 8 Church Street West, Woking, GU21 6DJ
	UA13 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT
	UA14 Poole Road Industrial Estate, Woking, GU21 6EE
	UA15 The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ
	UA16 Chertsey House, 61 Chertsey Road, Woking, GU21 5BN
	UA17 Griffin House, West Street, Woking, GU21 6BS
	UA18 Concorde House, 165 Church Street East, Woking, GU21 6HJ
High potential to be supplied by <i>extensions</i> to existing DENs	UA25 101-121 Chertsey Road, Woking, GU21 5BW
	UA31 Car Park (east), Oriental Road, Woking, GU22 8BD
	UA32 Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ
	UA33 Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE
	UA34 Quadrant Court, Guildford Road, Woking, GU22 7QQ
	UA35 The Crescent, Heathside Crescent, Woking, GU22 7AG
Potential to be supplied by existing DENs subject to significant infrastructure improvements	UA36 Somerset House, 1-18 Oriental Road, Woking, GU22 7BG
	UA42 Woking Football Club, Woking Gymnastics Club, Woking Snooker Club, Westfield Avenue, Woking GU22 9AA
High potential to be supplied by a new DEN	UA24 Land within Sheerwater Priority Place, Albert Drive GU21 5RE

- 10.20 Remaining sites in the draft SA 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 and/or heat networks should still be taken into account in any planning application.
- 10.21 The IDP Schedule in Chapter 3 has been updated to reflect the latest indicative costs and sources of funding for delivering decentralised energy network infrastructure requirements.

Water Supply

- 10.22 Since the 2018 IDP was published, Affinity Water has renewed 2km of large diameter water mains along Littlewick Road, and laid 1.4km of new water mains to facilitate new

housing developments. It now operates around 470km of water mains in the borough, and supplies drinking water to around 45,000 properties.

10.23 Affinity Water has provided an up-to-date assessment of infrastructure requirements to meet planned growth in Woking to 2027. There are three key factors they analyse when reviewing proposed sites and indicative yields, as follows:

- (i) **Whether any sites are within a groundwater Source Protection Zone (SPZ):** none of the sites reviewed are within or close to an SPZ1 and Affinity Water therefore does not have significant concerns for developments relating to potential contamination of water sources. However, a precautionary approach has been adopted and key requirements have been included in site allocations (as recommended by the Environment Agency) to ensure thorough assessment is carried out at development management stage.
- (ii) **Impacts on existing water network:** a number of areas have been identified where there is potential for development coming forward on allocated land to impact the existing water network – developers will need to engage with Affinity Water as early as is practicable to ensure this infrastructure is taken into consideration in developing their plans, and refer to Affinity Water's 'Developing and working near our pipes and apparatus' guidance.

Sites with critical mains apparatus within their boundaries where it will be essential that these are taken into consideration in the early stages of new developments	Sites which have infrastructure in the vicinity of site boundaries which development plans will need to take account of	Allocations for areas of active development which are already supplied by Affinity Water's distribution network, which will need to be taken account of
UA40 GB3, GB6, GB9, GB10, GB12	UA8, UA14, UA15, UA16, UA41 GB4, GB11, GB17	UA24, UA26, UA27

- (iii) **Current infrastructure and future requirements:** Affinity Water assessed two different scenarios – current demand to establish the baseline, and future demand using shapefiles of proposed developments – which were scaled to reflect peak summer demand conditions. It is projected that pressures at critical points in the network due to proposed development are such that major reinforcements in the network will be required. This normally means new pipelines, although in some cases new pumping stations will also be required. The results suggest that there is sufficient water supply in the region to meet development needs to 2027 in the borough.

10.24 Affinity Water's Water Resources Management Plan 2019 (WRMP19) sets out how supply and demand will be maintained over the next 60 years (2020-2080) and accounts for projected population growth based on local authority plans (including Woking's). The current WRMP19 considers reinforcements to be installed in order to meet the demand arising from growth, and new infrastructure will be available to accommodate needs arising from the initial phases of growth in the planning period. In addition, each developer will be expected to contribute to the required reinforcements to meet needs arising from individual developments depending on the relative impact on the network. At pre-application stage, the Council will continue to encourage developers to discuss their proposals with Affinity Water in advance of submitting a planning application, utilising Affinity Water's pre-application advice service.

10.25 WRMP19 also seeks to ensure water resources can be managed effectively to meet growing demand, and expects new development to meet low water usage targets and incorporate water efficient fittings and fixtures. Policy CS22 of the Core Strategy

continues to seek low water usage in new development through the BREEAM and Building Regulations regimes.

- 10.26 Water companies have a legislated duty to supply water for domestic purposes to customers and are hence obliged to connect development to the network once planning permission has been received. Any localised upgrades to existing supply networks are likely to be funded from water developer requisitions and investment processes.
- 10.27 Affinity Water continually monitors the performance of the distribution system and puts in place measures to ensure high quality water supply and pressures are maintained. They will continue to work with Woking Council, along with neighbouring local planning authorities and developers, to ensure that infrastructure is in place in line with the pace of development and that realistic forecasts of development phasing is used to forecast infrastructure requirements.

Digital infrastructure

- 10.28 At a national level, the NPPF continues to strongly promote the expansion of high quality communications infrastructure. The Government has recently set targets to deliver gigabit-capable broadband and 5G networks, aiming for:
- a "minimum of 85%" of UK premises to have gigabit-capable broadband coverage by 2025⁶⁶ - this will be enabled by 'Project Gigabit' announced in March 2021; and
 - for a "majority" of the population to have a 5G signal by 2027⁶⁷.
- 10.29 At a county level, SCC recognise that a digitally connected Surrey will ensure that its residents and businesses can benefit from new and emerging technologies, including virtual and augmented reality, autonomous electric vehicles and transport, hyper-automation, drone delivery services and digital healthcare provision. This requires a step-change in digital capability and connectivity, and has informed SCC's Digital Infrastructure Strategy which seeks to work with commercial providers and other partners to deliver a strategic programme of investment to maximise connectivity at 1GB+ and access to 5G mobile services to residents, businesses and communities across Surrey. A range of projects are being developed via a Digital Infrastructure Programme Plan, in conjunction with the Digital Infrastructure Steering Group which comprise highways, health, corporate infrastructure, IT&D and the economy. Project owners, timescales, performance indicators and resourcing and costs are being finalised for a report to Cabinet in Autumn 2021.
- 10.30 At a borough level, by 2027, housing and commercial growth will see Woking's population increase, and with more people using more complex online devices for watching High Definition TV, gaming, making video calls, doing business and accessing educational opportunities, the borough is going to need faster and more robust digital infrastructure. Woking's Economic Development Strategy 2017-2022 recognises that connectivity and infrastructure are key factors in economic competitiveness, and supports the aspiration for ultrafast 100Mbps connectivity and enhanced 5G connectivity when rolled-out. An Economic Development Action Plan is currently being developed to respond to the post-pandemic recovery – an interim plan to 2023, when a new or updated economic development strategy will be adopted. New work patterns such as home-based and hybrid working compounds the need for efficient digital infrastructure.

⁶⁶ HM Treasury, [National Infrastructure Strategy](#) (November 2020)

⁶⁷ DCMS, [Future Telecoms Infrastructure Review](#) (July 2018)

- 10.31 A forthcoming Digital Strategy will recommend actions that will create a progressive digital platform to transform Woking into a digitally smart borough. The Economic Development Action Plan and Digital Strategy will be adopted in Autumn 2021, after a period of consultation.
- 10.32 The 2018 IDP focused on the objectives of the Superfast Surrey Broadband Programme (aiming for download speeds of 30Mbps+), which has now concluded. The county now has one of the highest levels of superfast (30Mbps+) broadband coverage in England with 98% coverage; 73.1% of Surrey homes and businesses can access 100Mbps+ download speeds; but only 16.4% of Surrey premises can access gigabit (1000Mbps) download speeds, compared with a national average of 36.6%. Woking is broadly well connected, as the following figures⁶⁸ demonstrate:
- Superfast coverage (at least 24Mbps download speed): **99.24%** (Government definition)
 - Superfast coverage (at least 30Mbps download speed): **99.06%** (Ofcom and EU definition)
 - Ultrafast coverage (more than 100Mbps download speed): **91.38%**
- 10.33 Since 2012, when the Superfast Surrey initiative was launched, extent of coverage has improved, and download speeds have significantly improved. See Table 18 and Figure 14 below. It should be noted that consumers often need to subscribe to specific packages in order to receive superfast speeds, so there may be a higher percentage of lines that are capable of receiving superfast speeds.

	Q1 2012	Q2 2021
% Superfast coverage (>30Mbps)	93.4	99.1
% Ultrafast coverage (>100Mbps)	86.3	91.3
Mean download speed (Mbps)	11.3	81.7
Mean upload speed (Mbps)	1.8	13.3

Table 18: Woking Superfast and Fibre Coverage, and Speed Test Results over time. Figures generated 1.8.21 using labs.thinkbroadband.com/local.

⁶⁸ Thinkbroadband Woking Superfast and Fibre Coverage Data, updated weekly, accessed August 2021



Figure 14: Woking Speed Test Results (Mbps) over time. Generated 01-08-2021 using labs.thinkbroadband.com/local

- 10.34 The following data demonstrates how Woking is performing in comparison to the UK as a whole – the analysis is based on Ofcom data collected between June 2020 and January 2021. It is considered that the most useful measure is that showing the premises 'unable to receive decent broadband' – those unable to receive 10Mbps download speed or 1Mbps upload speed, which Ofcom regards as necessary components of 'decent broadband'. This measure counts only premises that cannot receive the above speeds from fixed broadband, fixed wireless technologies, and mobile broadband, regardless of consumer choice. Only 0.2% of premises in Woking are unable to receive decent broadband, reflecting small rural pockets of the borough that are less well connected.

Area	Average download speed Mbps	Superfast availability	Gigabit availability	Unable to receive decent broadband	Receiving under 10 Mbps	Receiving over 30 Mbps
Woking	89.4	97.5%	3.7%	0.2%	7.2%	79.9%
South East	71.6	95.6%	23.2%	0.5%	8.7%	74.1%
UK	72.9	94.8%	36.4%	0.7%	9.3%	73.1%

Around 95% of the constituency's population lives in an area classified as urban

Which small areas overlapping the constituency have the best and worst connectivity?

Key to table shading:		Best 10% of areas in the UK	Best 30% of areas in the UK	Worst 30% of areas in the UK	Worst 10% of areas in the UK	Click here to view maps of small area data ('Detailed region maps')	
Area name	Average download speed (Mbps)	Superfast availability	Gigabit availability	Unable to receive decent broadband	Lines receiving under 10 Mbps	Lines receiving over 30 Mbps	
Byfleet	95.3	99.1%	0.0%	0.1%	10.3%	79.7%	
Goldsworth Park	102.5	99.9%	0.0%	0.0%	7.0%	88.7%	
Hook Heath	81.5	99.5%	1.9%	0.0%	6.4%	83.1%	
Horsell	90.6	97.6%	4.8%	0.2%	7.7%	78.8%	
Knaphill	89.7	99.8%	0.0%	0.1%	4.5%	84.2%	
Maybury Hill & Pyrford South	85.6	92.2%	0.0%	0.4%	10.3%	73.7%	
Mayford & Brookwood	79.0	94.3%	5.5%	0.2%	6.2%	76.2%	
Old Woking & Westfield	95.0	99.6%	9.0%	0.1%	7.8%	81.2%	
Pirbright & Normandy	59.0	88.7%	4.2%	0.3%	11.4%	68.5%	
Sheerwater	89.4	99.6%	0.8%	0.2%	6.0%	82.3%	
St John's	99.2	99.9%	0.0%	0.0%	10.3%	83.9%	
West Byfleet & Pyrford North	91.3	96.4%	0.3%	1.1%	5.9%	74.2%	
Woking Central	90.0	97.0%	13.0%	0.3%	3.2%	80.4%	

Figure 15: Constituency statistics on broadband coverage and speeds in Woking. Data dashboard published May 2021, sourced from Ofcom.

- 10.35 Figure 15 shows that superfast connectivity is good across the majority of the borough, with areas such as Knaphill, Goldsworth Park and St John's benefitting from some of the best coverage and highest speeds. Woking Central benefits from good gigabit availability compared to some of its neighbouring towns (e.g. Guildford Town Centre at 0.6%, 4.6% in Camberley Town Centre), but there is scope for improvement (e.g. 52.7% in Bracknell Town Centre). In contrast, there are areas of the borough where coverage and speeds could be improved, including parts of Maybury Hill and Pyrford South, Mayford and Brookwood, Pirbright and Normandy (mostly falling in Guildford borough), and parts of West Byfleet and Pyrford North.
- 10.36 The Council's emerging Digital Infrastructure Strategy aims to ensure that groups living in the less well connected rural areas of the borough are not left behind, and that the highest quality digital connectivity is accessible and affordable to all residents and businesses across the borough.

- 10.37 The Government's target for gigabit rollout is being delivered through a combination of market led investment by broadband infrastructure providers (e.g. BT Openreach, Virgin etc) and programmes funded by Building Digital UK and SCC to upgrade areas of market failure by retrofitting superfast broadband provision into existing business and residential premises. Project Gigabit directs investment towards hard-to-reach places that would otherwise miss out on the national upgrade led by operators.
- 10.38 Surrey has not been included in the first phase of the Government's Project Gigabit, but is included in Phase 2 with contracts due to start in July 2023. To complement this work and to support pace of delivery there are several other elements to Project Gigabit including the Gigabit Broadband Voucher Scheme to support people experiencing slow broadband speeds in rural areas and help cover the costs of installing gigabit broadband infrastructure to their premises.
- 10.39 It is essential that new build properties and commercial premises are able to access high quality and 'future proofed' broadband connectivity. Planning policies can facilitate this by ensuring that buildings are equipped with high-speed-ready in-building infrastructure. Until such a time that the proposed changes to Part R of the Building Regulations come into force⁶⁹ (which aim to support the transition to gigabit capable broadband by 2025), policy DM22 of the Development Management Policies DPD continues to require development proposals, including for homes, employment and main town centre uses, to provide on-site infrastructure to allow for the 'latest broadband technology, including fibre optic broadband technology'. Now that the Superfast Surrey programme has concluded, the aims and objectives of Surrey and Woking's latest digital strategies should be taken into account. The importance of complying with this policy becomes particularly acute when development comes forward in areas of the borough which are less well connected, as identified in Figure 6 above. For gigabit-ready development, the aims of the policy would apply to all development coming forward in all areas of the borough, including that in the Town Centre, to facilitate a borough-wide rollout of appropriate infrastructure.

Summary of utility infrastructure requirements

- 10.40 The IDP Schedule in Chapter 3 has been updated with the latest infrastructure requirements to support growth in the Core Strategy and draft SA DPD, with indicative costs and funding sources where known. Funding opportunities for the delivery of digital infrastructure include the following:
- National productivity Investment Fund for Local Full Fibre Networks
 - Challenge Fund
 - Gigabit Broadband Voucher Scheme
 - Better Broadband Voucher Scheme
 - 'Duty to connect' provision
 - Developer contributions through on-site provision or section 106/CIL.

⁶⁹ MHCLG (May 2021) 'Review of Part R (physical infrastructure for electronic communications) and Part 9A of the Building Regulations', available at: <https://www.gov.uk/government/publications/review-of-part-r-physical-infrastructure-for-electronic-communications-and-part-9a-of-the-building-regulations/review-of-part-r-physical-infrastructure-for-electronic-communications-and-part-9a-of-the-building-regulations>

11. Green Infrastructure

Summary of 2018 IDP

11.1 A summary of the 2018 IDP is provided below:

- The 2018 IDP assessed requirements in relation to natural and semi-natural space (including Suitable Alternative Natural Greenspace or SANG), children and teenage provision, parks, gardens, recreation grounds and amenity space, outdoor sports, allotments and green corridors.
- SANGs: additional capacity in the short-term to meet development needs would be provided via ongoing improvements at Horsell Common, White Rose Lane, Brookwood Country Park and Heather Farm SANGs. To meet long-term needs, additional SANG land would be allocated at Byfleet, Brookwood Farm, Westfield Common and Gresham Mill, as per the draft SA DPD.
- Children and teenage provision: alongside refurbishment and improvements to existing facilities across the borough, new provision would be required to meet a shortfall in existing areas, and to serve new development i.e. 6 LEAPs, 1 NEAP and 2 MUGA/Skateparks in accordance with Fields in Trust benchmark standards. Development coming forward on land at West Hall, at Egley Road and as part of the Sheerwater Regeneration scheme would be expected to contribute towards new play facilities to support the population stemming from that development.
- Parks, gardens, recreation grounds and amenity space: enhancements to existing provision would be required in parallel with new provision coming forward as part of new development proposals. Improvements to semi-natural green spaces through SANG delivery and flood alleviation schemes at Hoe Valley and Old Woking will increase access to green space for leisure and recreation; and key requirements have been incorporated into site allocations to deliver on-site measures to support the creation, protection and enhancement of green infrastructure, and to provide suitable levels of amenity space for residential units.
- Outdoor sports: requirements set out in detail in the Playing Pitch and Outdoor Facilities Strategy (2017) and its Action Plan. This provides the evidence base for planning, investment and sports development decisions, and sets out additional provision required to meet growing demand generated by development. On-site provision will be delivered as part of the Sheerwater Regeneration Scheme (2 adult and 1 junior football pitches and a 3G pitch at Bishop David Brown School) and on Nursery land adjacent to Egley Road (2 adult football pitches, a 3G pitch, and floodlit tennis courts) to meet increased demand.
- Allotments: 116 five-rod plots would be required at sites distributed across the borough to meet demand, as per National Society of Allotment and Leisure Gardeners (NSALG) standards.
- Green corridors: ongoing improvements to the GI network would be required, with new development proposals identifying opportunities to connect to and enhance the network as per policy DM1 of the Development Management Policies DPD, and in accordance with key requirements incorporated into policies of the draft SA DPD.

Updated Position

11.2 The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Correspondence and meetings with the Council's Green Infrastructure team, local Residents Associations and Neighbourhood Forums.

Draft revised Thames Basin Heaths SPA Avoidance Strategy (2021) (unpublished)
Woking Borough Council Natural Woking Biodiversity and Green Infrastructure Strategy (2016) and supporting documents, available at: https://www.woking.gov.uk/nature-and-sustainability/natural-woking
RSK ADAS Ltd, Improvement Plan for Great Crested Newts Westfield Common (January 2020), available at: https://www.woking.gov.uk/sites/default/files/documents/Woking/NatureSustainability/Improvement%20Plan%20for%20Great%20Crested%20Newts%20-%203rd%20year%20review_Jan%202020.pdf
Basingstoke Canal Authority Conservation Management Plan (third edition, 2018-2028), available at: https://www.hants.gov.uk/thingstodo/countryparks/basingstokecanal/canalauthority
Correspondence and meetings with the Basingstoke Canal Society
Fields in Trust Guidance for Outdoor Sport and Play (November 2020), available at: https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf
Surrey Nature Partnership (September 2019) Biodiversity Opportunity Areas, Appendix 9: River Biodiversity Opportunity Area Policy Statements, available at: https://surreynaturepartnership.files.wordpress.com/2019/10/appendix-9_river-biodiversity-opportunity-area-policy-statements.pdf
Planning application documents for Sheerwater regeneration area and Broadoaks Park, available at www.woking.gov.uk

Delivery Update

- 11.3 The benchmark standards put forward by the Thames Basin Heaths SPA Avoidance Strategy, Fields in Trust guidance, and NSALG guidelines used in the 2018 IDP assessment have not changed, and in the main, the infrastructure requirements identified and summarised in the 2018 IDP Schedule remain valid. The Green Infrastructure team and SANG Officers have provided the following updates on progress with this infrastructure delivery since the publication of the 2018 IDP.

Natural and semi-natural green space, including SANGs

- 11.4 All residential development proposals are expected to mitigate against the impact of development on natural and semi-natural greenspace, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). New residential development is only permitted within 400m and 5km of an SPA on the condition that a contribution is made towards the delivery of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), in accordance with policy CS8 of the Core Strategy. Key requirements have also been incorporated into relevant site allocation policies in the draft SA DPD to reiterate this requirement.
- 11.5 SANGs are areas of semi-natural, open land which have been identified for enhancement so that they can be made more accessible to visitors for recreation and dog-walking, and in turn, lessen the impact on areas of the borough which are designated to protect the most seriously threatened habitats and species.
- 11.6 The location of operational SANGs in Woking has not changed since the publication of the 2018 IDP. However, SANG 'unallocated capacity' has decreased from 1,431 to 809 dwellings as new development has come forward. Table 19 provides an updated assessment of remaining unallocated capacity as at June 2021.

Name of SANG site	Size (ha)	Catchment (km)	Total SANG capacity (no. of dwellings)	Remaining unallocated capacity (no. of dwellings)	Remaining unallocated capacity (no. of dwellings)

				as at June 2017)	as at June 2021)
Brookwood Country Park	20	4	1036	425	288
White Rose Lane	8.2	2	425	37	47 ⁷⁰
Horsell Common, Monument Road	28	5	1451	124	37
Heather Farm	24.63	5	1276	420	59
Gresham Mill (First SANG)	9.9	2	513	425	378
TOTAL				1,431	809

Table 19: Unallocated SANG capacity of existing sites, as at June 2021

11.7 The latest figures demonstrate that there is capacity to provide avoidance/mitigation for around 809 dwellings. This is equivalent to around 3 years' supply (based on an average of 292 dwellings per annum). This takes the Council up to mid-2024, 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.

11.8 The following new SANGs have been identified to increase capacity, with an update on delivery indicated where available:

- **Byfleet SANG** – 15.43ha site (ref. GB12), which could provide access to semi-natural greenspace and SPA mitigation for approximately 799 dwellings. This would improve coverage to the east of the borough. This project could be designed as part of the Sanway-Byfleet Flood Alleviation Scheme pending further discussion with the Environment Agency. The site allocation policy identifies the need for a SANG Proposal and SANG Management Plan to address accessibility via the incorporation of pedestrian/cycle links. Community groups in the area have identified an opportunity to improve public access to the site via Murray's Bridge, subject to the necessary consents from the landowner.
- **Brookwood Farm SANG** (ref. GB13) – the Council has extended the proposed SANG site (originally designed to serve the new development of 297 dwellings at Brookwood Farm) to 26ha, incorporating the wider landscape to the south of the site, and its intended capacity will increase to 1050 dwellings, subject to further advice from Natural England. It is intended that the SANG be delivered as part of a phased approach.
- **Westfield Common SANG** – 10.59ha site (ref. GB14) to provide capacity for around 549 dwellings, subject to Natural England advice.
- **Second SANG at Gresham Mill** (ref. GB16) – 9.52ha site to provide around 493 dwelling SPA mitigation capacity, subject to Natural England advice.
- **Horsell Common SANG extension** (not allocated as part of draft SA DPD) – it is proposed that additional land parcels alongside the existing Horsell Common SANG could be brought into use, providing capacity for 749 dwellings. A SANG design covering the whole site has been prepared, and associated costs are being estimated. The Council continues to work with Natural England and the Horsell Common Preservation Society to progress the scheme, with a view to deliver the project later this year.

11.9 The latest draft SA DPD (Main Modifications version, September 2020) identifies around 89.93ha of land which has the potential to be transformed into SANG. Together with the 14.49ha extension at Horsell Common, this amount of land is higher than the identified shortfall in capacity, and the Council is confident that the combination of existing and new sites will ensure that there is sufficient SANG land to meet the projected growth

⁷⁰ An increase in capacity may reflect an unimplemented planning permission.

within the borough to 2027. Existing and proposed SANGs are illustrated on the following map.

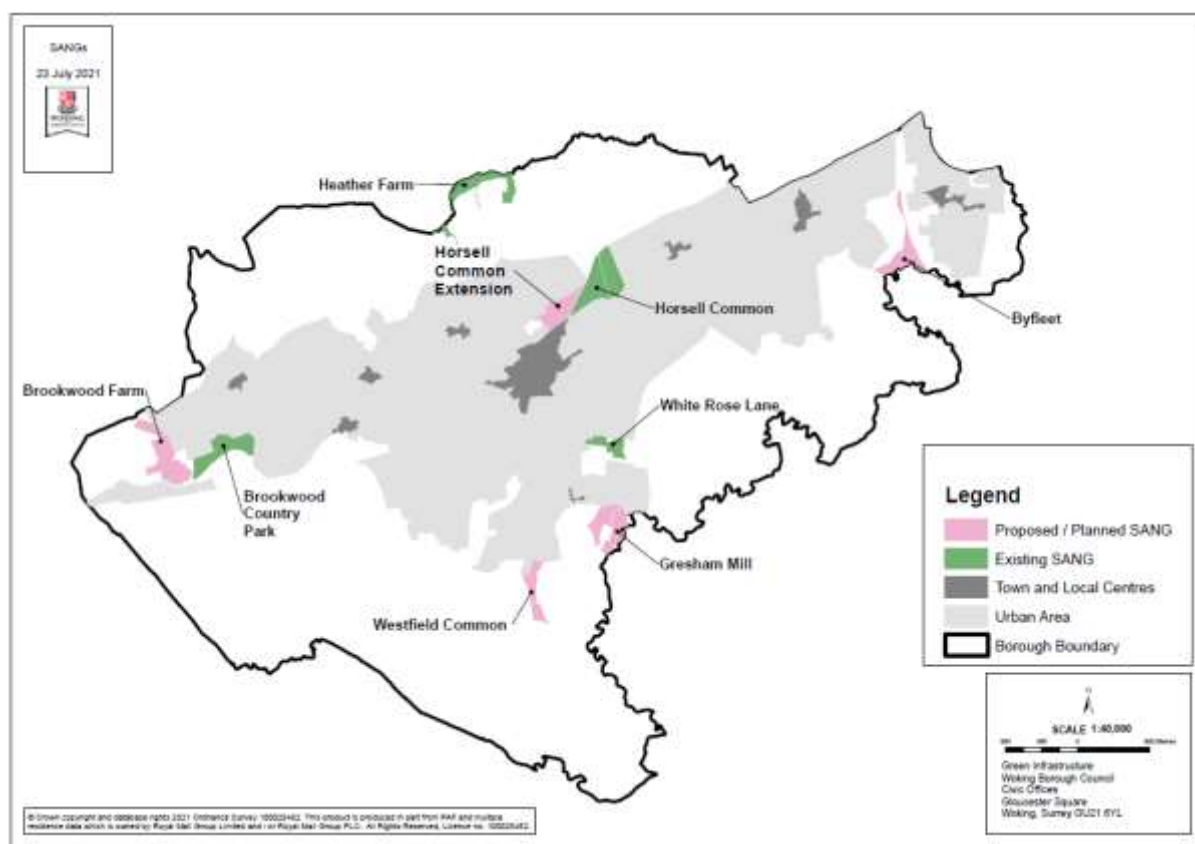


Figure 16: Existing and proposed/planned SANGs as at June 2021

- 11.10 The Community Infrastructure Levy (CIL) continues to be the primary means of securing developer contributions towards SANG provision. The internal WBC SANG Officer Task Group continues to monitor SANG provision, as well as management and funding of SANG.
- 11.11 The IDP Schedule in Chapter 3 has been updated to reflect progress with SANG delivery, and with the Council's Great Crested Newt (GCN) pilot project. One of the main aims in Natural Woking, the Council's green infrastructure strategy, is to support the UK's achievement of 'favourable conservation status' for its protected habitats and species. To support this objective, WBC is working with Natural England to minimise the risk of GCN habitat loss to new development, and at the same time help the delivery of development by easing constraints on the layout and design of development land. To ensure any unavoidable losses are offset, the project creates new/improved habitat to provide strongholds for the local GCN population. It also seeks to minimise the risk of delays to development and associated cost implications through a streamlined GCN licensing process. Since the project began, new and improved habitat has been delivered at Westfield Common. The Council is working with Natural England to identify future opportunity areas to increase the capacity of the borough's green infrastructure to accommodate GCN populations.

Play Areas

- 11.12 Policy CS17 of the Core Strategy continues to require all proposals for new residential development (other than replacement dwellings) to contribute towards the provision of open space and green infrastructure, including children's play areas and outdoor

recreational facilities for young people; and outdoor sports facilities. Developers will be expected to contribute to provision through CIL and/or S106, or through on-site provision on larger sites.

- 11.13 In order to increase the capacity of play areas to meet development needs, the Council continues to aim to meet the shortfall in play provision in areas of the borough identified in the 2018 IDP⁷¹; continues to refurbish existing provision; and continues to expect new developments to provide provision on-site where appropriate. The Fields in Trust benchmark standards have not changed since the 2018 IDP was published, and the findings in the 2018 IDP remain valid.
- 11.14 The number of play areas for younger and older children is similar to that presented in the 2018 IDP. The Council manages 42 play areas across the borough, including Cowshott Crescent which is just outside the borough:
- 5 LAPs;
 - 26 LEAPs (the Byfleet Recreation Ground LEAP has been removed as planned when the new play area was built – play provision in Byfleet remains at the recommended level as the new play area is a NEAP, which caters for younger and older children);
 - 11 NEAPs;
 - MUGAs at 10 locations (the 2no. MUGAs at Hoe Valley have now been delivered);
 - Skate parks at 5 locations (reduced from 6 locations, as the skate ramp was removed at Goldsworth Park);
 - Stand-alone equipment at 17 locations.
- 11.15 Improvements to existing play areas helps support more intensive use arising from population growth. The capacity and quality of play areas have been improved at the following locations since the 2018 IDP was published:
- West Byfleet Recreation Ground NEAP: refurbishment and expansion of the play area to increase capacity was completed in April 2019, at a cost of c.£65k from the Council's investment programme and Surrey County Council's Community Improvement Fund, facilitated by local residents.
 - Sanway Road LEAP: in 2021, additional equipment was provided using a combination of neighbourhood CIL funding and SCC's Community Improvement Fund (c.£9k).
 - Loop Road LEAP: works have commenced to bring the equipment in line with the latest regulations, and to increase the provision of inclusive, wheelchair accessible play equipment. The project will commence in September 2021, at a cost of c.£130k (identified in the Council's investment programme). Improvements at this play area will help accommodate needs arising from development on land allocated at Woking Football Club (ref. UA42), and meet the shortfall of provision at this location as identified in the 2018 IDP.
 - Borough-wide skate park refurbishments – in Spring/Summer 2020, £40k was invested in the refurbishment of skate parks across the borough. No significant works are anticipated to 2027, although ongoing maintenance and minor repairs will be required periodically.
- 11.16 The Council is currently reviewing its play area refurbishment programme, which will take into account how planned development might affect existing infrastructure – particularly those play areas serving the growth areas of the borough (see Figure 17

⁷¹ Children's play space was considered to be limited in 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; and Pyrford Ward. Teenage provision was considered to be limited in Pyrford, Horsell, St John's Lye and Loop Road/St Peter's Recreation Ground.

below). The refurbishment programme will identify priority play areas for investment, and these will be reflected in future updates to the IDP.

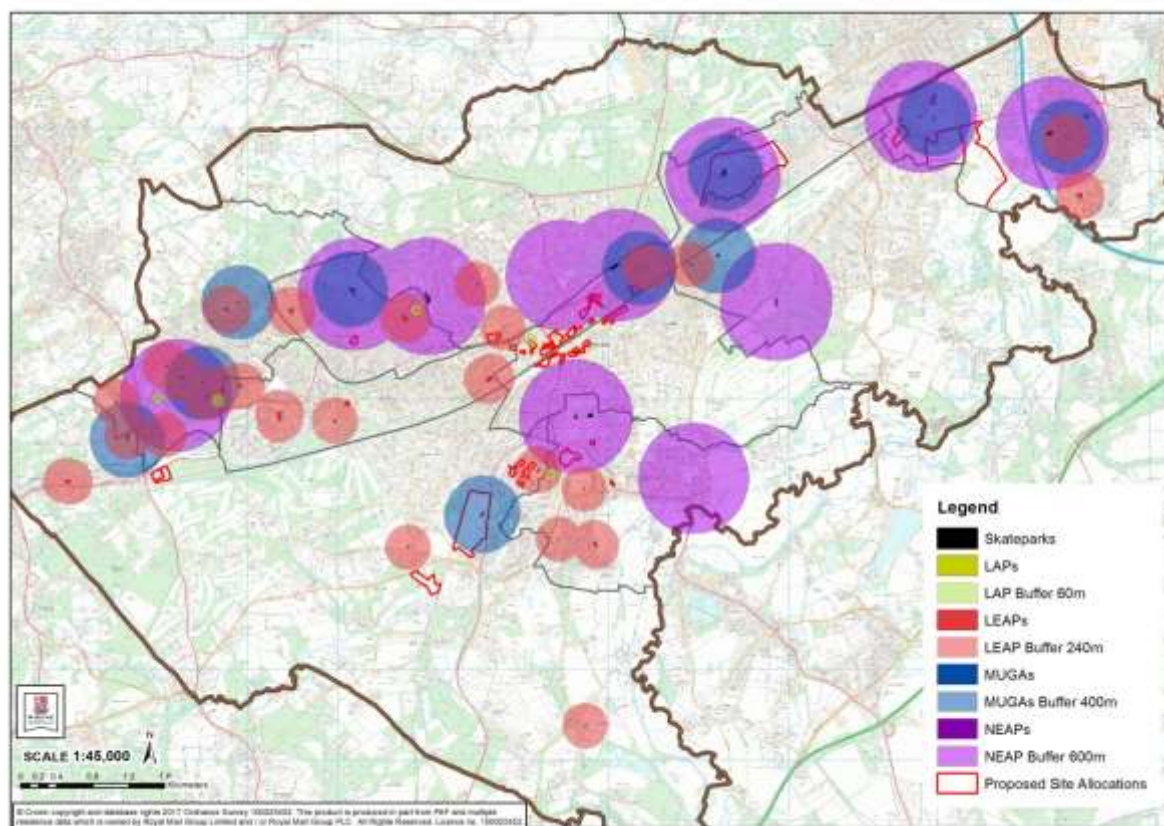


Figure 17: Existing Play Provision and Proposed Site Allocations

- 11.17 As per 2018 IDP findings, development coming forward on allocated sites at land surrounding West Hall (ref. GB9) and at Egley Road (ref. GB7) would be expected to provide play facilities in accordance with the Fields in Trust guidance, to support the population arising from new development.
- 11.18 Development coming forward on the following sites, which have achieved planning consent, will also increase the capacity of the borough's play areas to meet growing needs:
- **GB10 Land at Broadoaks, West Byfleet:** a community play area is being constructed which would deliver a LAP play area for use by new and existing residents in the area, to be maintained by the Estate Management Company.
 - **UA24 Land within Sheerwater Priority Place, Albert Drive:** there is one formal play facility within the site which is located on the recreation ground. The proposed masterplan for the scheme includes a central linear park, which will provide a NEAP, LEAP, and 3no. LAPs. In addition, the neighbourhood green areas (parks and gardens (informal amenity areas)) will also include new play provision in the form of 2no. further LEAPs and 3no. LAPs. A further local area of play would also be provided within a separate communal area. A new, floodlit MUGA and BMX/skatepark is also proposed. This proposed play provision, catering for a range of ages, would represent a significant improvement above the existing limited provision. Distributed across the development area, the play spaces will maximise accessibility to children across the development and improve natural surveillance of these areas. Commencement of the next phase of development is due October 2022.

- 11.19 As well as formal play areas, development proposals coming forward on sites in the Town Centre will be expected to consider how play space could be incorporated into the public realm, through informal play trails and playable furniture/sculpture for example.

Parks, gardens, recreation grounds and amenity green space

- 11.20 The 2018 IDP reported that the focus to meet future development needs would be on improving the quality and accessibility of existing provision, supplemented by new green infrastructure coming forward on-site as part of new development proposals. The GI coming forward should also seek opportunities to connect to the wider GI network, in accordance with policy DM1 of the DMP DPD.
- 11.21 Preceding chapters report on progress with delivering improvements to semi-natural green spaces such as through SANG maintenance/establishment, and flood alleviation schemes, which will increase capacity for leisure and recreation. The Council will seek additional provision of parks and gardens (i.e. the creation of new spaces) where appropriate and when the opportunity arises. This will be facilitated by key requirements in the Site Allocations DPD which require development proposals to include proportionate on-site measures to support the creation, protection, enhancement and management of green infrastructure, which could potentially include parks, gardens, recreation grounds and amenity green space depending on the scale of each proposal.
- 11.22 In addition to the site allocations for SANG provision, as detailed above, the following site allocations have been identified where there is potential to significantly increase the capacity of the borough's green infrastructure for amenity, wildlife, leisure and recreation, and to improve the borough's GI network:
- **GB9 Land surrounding West Hall, West Byfleet:** there is estimated to be approximately 4.7ha developable area for public open space and new green infrastructure to be integrated into the site. A supporting statement should be submitted with any planning application setting out how the development addresses criteria for new and enhanced green infrastructure in accordance with policy DM1: *Green infrastructure opportunities*. There is potential for Green Belt land to the east of the site, which is within the same ownership, to provide additional green infrastructure to serve the development which would act as a buffer to the Wey Navigation corridor. Additional key requirements set out how large areas of woodland, protected trees, traditional orchard and parkland should be retained and strengthened where possible; and that the design and layout of the site should incorporate new or improved open space for leisure and recreation, other forms of green infrastructure and appropriate landscaping. Key requirements also emphasise how improved connection of GI assets within and surrounding the site should be achieved (such as Old Wood, Dodds Wood, Tins Wood and private gardens), and how opportunities to achieve Biodiversity Opportunity Area objectives for priority habitats within and surrounding the site (such as habitats at the proposed Byfleet SANG, ref. GB13) should be embraced. Taking the latest Fields in Trust recommendations⁷² into account, the following table provides an indication of requirements for informal outdoor space needs generated by this site allocation:

⁷² Fields in Trust (2015), Guidance for Outdoor Sport and Play, available at: www.fieldsintrust.org/guidance.

Open space typology	Quantity guideline (ha per 1000 population) ⁷³	Walking guideline
Parks and gardens (formal green spaces including urban parks, country parks, forest parks, formal gardens)	1.1ha	710m
Amenity green space (informal recreation spaces, communal green spaces in and around housing, and village greens)	0.83ha	480m
Natural and semi-natural (woodland, scrub, grassland, wetland, open and running water, and open access land)	2.49ha	720m
Total	4.42ha	

This figure is broadly in line with the amount of land allocated by site allocation GB9 (4.7ha) for public open space and new green infrastructure to be integrated into the site. The figures are indicative and will vary once the nature of the proposed development is known, and once a detailed assessment of accessible green space within and surrounding the site is conducted as part of the development management process.

- GB10 Land at Broadoaks, West Byfleet:** approved plans for development at the Broadoaks site (ref. GB10) include a significant amount of open, green space (estimated to constitute 45% of the site). The scheme, which has commenced, includes formal landscaped gardens that run north to south throughout the site, offering residents the benefit of outdoor communal space. The proposal also retains a significant number of trees and a green corridor which connects the site to adjacent open spaces and residential gardens.
- UA24 Land within Sheerwater Priority Place, Albert Drive:** allocated for uses including open space, leisure and recreational facilities. Detailed planning consent has been achieved for the earlier phases of the scheme, and outline planning consent has been achieved for the scheme as a whole. The majority of the parks and gardens space (informal amenity space) would be relocated to the centre of the proposal site to create a large central park forming a significant east-west green corridor, connecting the canal towpath in the west to the sports facilities in the east of the site. Further green spaces/streets link the north to south from the central park to create a network of green infrastructure including tree lined streets, podium streets and pedestrian friendly shared streets. The central park would also extend northwards to link to one of the existing canal towpaths, and would contain an trim trail. The whole of the central park, classed as parks and gardens, would extend to some 2.848ha, which is larger than the existing parks and gardens space provided by the recreation ground (2.044ha). Every new dwelling will be within 300m of the closest part of the central park, satisfying the Accessible Natural Greenspace Standards (ANGSt) as per Core Strategy requirements. Outside of the central park there will be smaller areas for informal amenity use, as well as 1.85ha of natural and semi-natural greenspaces, including urban woodland. Figure 18 below shows the site-wide open space incorporated into the scheme. Any detailed planning consent for the remaining phases will need to take into account key requirements in the SA DPD which seek to improve green infrastructure connectivity, accessibility to the canal towpath for recreation, and to include on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure, including high quality open spaces and play facilities.

⁷³ Based on average household size for Woking of 2.49 persons per dwelling, and an indicative yield of 555 dwellings.

Natural and semi-natural (woodland, scrub, grassland, wetland, open and running water, and open access land)	0.53ha	720m
Total	0.95ha	

The figures are indicative and will vary once the nature of the proposed development is known, and once a detailed assessment of accessible green space within and surrounding the site is conducted as part of the development management process. The existing provision of a significant amount of formal recreation space on the site would also be taken into account.

- **GB17 Woking Palace, Carters Lane:** the Council acknowledges the potential to create new heritage parkland/country park at this site, which would remain in the Green Belt and would be keen to work in partnership with the landowner and other key stakeholders to achieve this aim. The latest, modified SA DPD identifies the need for a development brief for the Woking Palace site to be produced by the Council, with the involvement of other landowners to address deliverability issues in bringing forward the site. The Council considers there to be an opportunity to bring the monument and its adjoining grounds into active use, which would encourage visitors and add vitality to the heritage asset. It would also increase the capacity and accessibility of the borough's open space to meet future needs.

Outdoor Sports Provision

- 11.23 The 2018 IDP pointed to the Playing Pitch and Outdoor Facilities Strategy and its Action Plan, 2017-2027, as the primary source of information regarding current and projected future need and how provision would be improved and increased accordingly. The strategy took into account the planned growth in the Core Strategy of 292 dwellings p.a, and assumed average household sizes of 2.49 persons per dwelling as per 2011 Census data. The strategy assesses in detail where there is enough accessible and secured community use provision to meet future demand to the end of the Plan period, and identifies specific infrastructure requirements to meet projected needs, summarised in the following table:

Type of pitch	Number required
Adult football	2
Junior 11v11	3
Junior 9v9	3
Mini 7v7	4
Cricket	0
Adult rugby	1
Full size 3G Football Turf Pitch	4
Full size Artificial Grass Pitch for hockey	1
Tennis	0
Bowls	0
Athletics	0

Table 20: Overall assessment of requirements to 2027 for playing pitches. Source: Playing Pitch & Outdoor Facilities Strategy 2017-2027

- 11.24 Meeting this demand would not always require provision of new pitches on new land. 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. Developer contributions for new provision should be assessed on this basis.

11.25 The following table provides an update since the 2018 IDP was produced, and describes how provision has been increased and improved in accordance with the strategy in order to meet growing needs from planned development in the Core Strategy and draft Site Allocations DPD.

Approach	Progress to date	Future plans
New pitches on new land, including on sites allocated in the Site Allocations DPD	<ul style="list-style-type: none"> • UA24 Land within Sheerwater Priority Place – the first phase of the permitted regeneration scheme saw the development of new outdoor sports facilities for use by local community (including new residents generated by development) and the school. Due to open in September 2021, outdoor infrastructure includes: <ul style="list-style-type: none"> • 1no. 3G football pitch (floodlit with seating) • 1no. junior grass rugby pitch • 200m grass running track • 2no. grass football pitches (1no. under 16, 1no. under 13/14 11-a-side pitch) • 1no. artificial cricket square and 2no. cricket practice nets (available May 2022) • Loss of recreation ground (not formally set out as playing pitches) mitigated by re-provision at Egley Road (see below). • GB7 Nursery land at Egley Road – Woking Athletics Club facilities previously located in Sheerwater have now been re-provided as part of the new development at Egley Road, which opened in September 2018. This is an enlarged and improved facility. Infrastructure includes: <ul style="list-style-type: none"> • 1no. eight lane all-weather track, with areas for track and field sports • 2no. grass sports pitches (1xadult, 1xjunior) accessible to community • 3no. all-weather 5-a-side artificial grass pitches accessible to community. 	<p>The new outdoor provision at Egley Road and Sheerwater have delivered some of the requirements identified in Table 4 above, and will meet needs generated by new housing at these sites. The new athletics facilities result in a 33% increase in available training space which caters for growth of the sport across the borough to 2027.</p> <p>The strategy identifies Land surrounding West Hall, Parvis Road, West Byfleet (ref. GB9) as having potential space for on-site pitch provision. A sequential test will be applied – if needs cannot be accommodated through increasing existing pitch capacity or through new pitches at existing sites, then new on-site provision will be sought.</p>
Increasing the capacity of existing pitches by improvements to pitch quality and/or changing facilities	<ul style="list-style-type: none"> • In Summer 2019, 4no. refurbished 3G football pitches were installed at Woking Leisure Centre to replace the existing surfaces. • Improve 'standard' rated football pitches at Brookwood Country Park (improve drainage), Alpha Road, and at Goldsworth Park Recreation Ground. • Improve cricket pitch quality at Wheatsheaf, Brookwood and Byfleet Recreation Grounds, and Westfield & District Sports Club, to increase capacity. • Renovate all non-turf wickets at Waterers Park, West Byfleet, Brookwood, Byfleet and Wheatsheaf Recreation Grounds, St John's Lye, Goldsworth Park and Woking Park. • Improve changing facilities at Brookwood Recreation Ground, Byfleet Recreation Ground, Wheatsheaf Recreation Ground, St Peter's Recreation Ground. • Improved kitchen/catering area for Goldsworth Park Clubs. • Improved changing facilities to serve rugby pitches at Byfleet Recreation Ground. 	<p>West Byfleet Neighbourhood Forum has identified a need to refurbish and maintain existing facilities at the recreation ground in order to meet needs arising from future development in the area, including the tennis courts, pavilion and cricket square. Facilities could be better accessed and connected by installing a perimeter path around the recreation ground, for use by all ages.</p>

	<ul style="list-style-type: none"> • Enlargement of changing facilities at Woking Hockey Club. • Increasing usage and enhancing tennis courts in parks: <ul style="list-style-type: none"> ▪ Woking Park tennis courts were identified by the Lawn Tennis Association (LTA) as having significant potential for upgrading to all-year round coaching and community tennis. All five courts have been refurbished with new surfacing, new fencing, key code entry, wheelchair access, and new nets at a total project cost of c.£235k, partly funded by the LTA and by WBC. The project contributes towards meeting the significant latent demand for tennis participation identified in the strategy. 	
Securing access to existing pitches which do not have community use e.g. at secondary schools (pitches at primary schools often occur singly and as such are not viable options for community clubs)	<ul style="list-style-type: none"> • The 2015 planning permission for the Sheerwater Regeneration scheme includes public access to the six existing tennis courts within Bishop David Brown School grounds. • A new full size 3G ATP has been completed at Woking College, with a new pavilion near completion. The pitch will be managed by Cardinals in the Community, associated with Woking Football Club. The project, costing c£2m, was funded by S106 contributions, grant contributions from the Football Foundation and London Marathon Trust, and by borrowing. The project helps address the shortfall of 3G ATP identified in the strategy, and the need of local clubs for all weather surface training areas. Expected to complete mid-October 2021. 	

11.26 The Council continues to progress the actions in the Playing Pitch and Outdoor Facilities Strategy, in partnership with local community groups.

Allotments

11.27 Since publication of the 2018 IDP, the number of allotments sites and plots available has remained largely static, but the number of people on waiting lists indicates an increase in demand (from a total of 53 people in August 2017 to 282 people in August 2021). There has been a consistent increase in waiting list numbers since the start of the Covid 19 pandemic, which reflects national trends: a survey conducted by The Association of Public Service Excellence⁷⁶ showed that demand for allotments is high, and almost 90% of members reported that the pandemic had caused an increase in demand.

11.28 The Council will continue to monitor demand, as numbers are expected to decrease during the Autumn period (waiting lists are typically highest during the summer period) and as Covid 19 restrictions ease. Having delivered the allotment site at Carthouse Lane in Horsell, there are currently no plans to introduce new or additional allotment plots directly by the Council, but the Council will continue to support community groups and developers in contributing to an increase in allotment capacity to meet demand, be this through reconfiguration of existing plots, designing in opportunities for on-site food-growing via development proposals, through off-site provision through S106

⁷⁶ APSE (September 2020) 'State of the Market Survey 2020: Local Authority Allotment Services, available at: <https://www.apse.org.uk/apse/index.cfm/members-area/briefings/2020/20-79-allotments-state-of-the-market-survey-2020/>

agreement or CIL funding, or through other initiatives such as community garden schemes.

- 11.29 As part of the Sheerwater Regeneration Scheme (SA DPD ref. UA24), outline proposals include the redevelopment of existing areas of amenity grassland to provide a series of 'pocket parks' that combine opportunities for play and community productive growing. The proposal includes podium gardens which could include raised planting beds. Detailed design of the scheme is ongoing.
- 11.30 The 2018 IDP assessed that planned growth in the borough to 2027 would lead to a requirement for 63.5 additional standard-size plots or 127 five-rod plots at sites distributed across the borough to meet demand, at a cost of approximately £319,151 (excluding any land acquisition costs). Open Spaces, which can include allotments, community gardens and urban farms, continue to be identified as a priority type of infrastructure intended to be funded through CIL receipts on the latest Infrastructure Funding Statement (December 2020). New development coming forward will continue to be expected to contribute to Open Space infrastructure on-site or via CIL or S106 contributions where relevant.
- 11.31 The 2018 IDP highlighted opportunities for future allotment provision at the following areas, which remains accurate:
- Horsell East and Woodham
 - St John's and Hook Heath
 - Mount Hermon West
 - Kingfield and Westfield
 - Mayford and Sutton Green
 - Pyrford.

Green Corridors

- 11.32 The NPPF defines Open Space as "all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity" (NPPF glossary).
- 11.33 The 2018 IDP identifies Basingstoke Canal, the River Wey and Hoe Valley stream as three of the most important open spaces/green corridors in the borough, because they provide opportunities for relaxation, social interaction, sport and recreation, which in turn contribute to mental and physical wellbeing. They are also critical for wildlife, help maintain water and air quality and reduce flood risk.
- 11.34 The importance of these green corridors has been brought into focus during the Covid 19 pandemic, with Basingstoke Canal Authority reporting a significant increase in use of the waterway and the towpath. The nature conservation, recreation and amenity value of the canal is described in detail in the Basingstoke Canal Authority's Conservation Management Plan 2018-2028⁷⁷. It also describes how towpath usage – which can increase due to pressure from new housing – is less influential on the channel ecosystem. High visitor numbers are not considered to be a major factor in conservation management of the SSSI. Locally, areas associated with very high recreational use for angling or dog walking are associated with water's edge vegetation damage and eroded banks, so that maintenance and strengthening are required. However, most erosion comes from wind-created wave action and boat wash and the

⁷⁷ Available at: <https://documents.hants.gov.uk/ccbs/basingstoke-canal/conservationmanagementplan.pdf>

protected vegetation planting measures used to arrest this can be equally employed for local damage from the landward side. A 2016 survey of wetland flora of the canal concluded that there is no single overriding factor causing the reduction of species in the canal, but potential factors which may contribute towards the SSSI's unfavourable condition include leaf litter from tree growth, lack of light reaching the surface (caused by tree growth, bankside vegetation and aspect), and resuspension of silt from the canal bed caused by quantity and different types of siltation and continued use by powered boats. The Management Plan identifies a series of actions to reverse the declining condition and diversity of the waterway – the majority of which would be undertaken by the Basingstoke Canal Authority and/or Surrey County Council, drawing on a range of funding streams from partner contributions to grants.

- 11.35 Notwithstanding this finding, various infrastructure schemes have been identified in previous chapters which will contribute towards the enhancement of the borough's green corridors, and accessibility to them, including new and improved SANGs, flood alleviation schemes and Local Cycling and Walking Infrastructure Plan schemes.
- 11.36 There will also be opportunities for direct enhancement of existing provision through development coming forward on the following allocated sites, as expressed in key requirements included in the site allocation policies:
- UA19: Timber Yard, Arthurs Bridge Road/Horsell Moor – opportunity to support the creation, protection, enhancement and management of local biodiversity and green infrastructure, with particular regard to the canal;
 - UA24: Land within Sheerwater Priority Place – opportunity to improve pedestrian and cycle accessibility to the canal towpath, and to enhance existing biodiversity and green infrastructure assets, which includes the canal;
 - UA27: Monument Way West Industrial Estate – opportunity to support the creation, protection, enhancement and management of local biodiversity and green infrastructure, with particular regard to the canal;
 - UA40: Camphill Tip, West Byfleet – opportunity to improve the environmental quality of the adjacent Rive Ditch and Basingstoke Canal;
 - GB9: Land surrounding West Hall, Parvis Road – opportunity for land adjacent to the site, which is within the same ownership, to act as a buffer to the Wey Navigation corridor and contribute towards BOA objectives (BOA R04: River Wey (& tributaries)⁷⁸).
- 11.37 Development at these and other relevant sites should also pay regard to detailed analysis of existing open space, and opportunities to enhance these spaces, set out in locally adopted Neighbourhood Plans.
- 11.38 As a form of open space, the borough's green corridors/blue infrastructure should continue to be considered a priority form of infrastructure which can attract CIL funding should enhancements be required as a result of the impacts caused by cumulative development and associated population increase. This is particularly the case where green corridors are situated in proximity to the growth areas of the borough, such as the Town Centre and Sheerwater (potential impacts on Basingstoke Canal); and the Byfleets (potential impacts on the Wey Navigation, Basingstoke Canal and Rive Ditch).

⁷⁸ Surrey Nature Partnership (September 2019) Biodiversity Opportunity Areas, Appendix 9: River Biodiversity Opportunity Area Policy Statements, available at: <https://surreynaturepartnership.files.wordpress.com/2019/10/appendix-9-river-biodiversity-opportunity-area-policy-statements.pdf>

Appendix 1: Surface Water Risk Review and Drainage Infrastructure Requirements

Drainage infrastructure requirements will be funded by S106 agreement or by planning condition.

Draft Site Allocations DPD sites (Proposed Modified Version – November 2020)						
Site Ref	Site address	Indicative Yield	Surface Water Risk	Wetspots	Ordinary watercourse within or adjacent to site?	Drainage infrastructure requirements included in site allocation policy
UA1	Library, 71 High Road, Byfleet, KT14 7QN	12 dwellings + library	None	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 1 and 2 and high risk groundwater vulnerability zone. Sequential approach to layout of development. Surface Water Drainage Statement.
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	50 dwellings +4000sqm net office	Small patches of risk during 1 in 1000 events. Risk of 1 in 30 on neighbouring site at Chester House to the east. 1 in 100 on Chertsey Road and on slip road off A320 to the north.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	14 dwellings +1000sqm net office	Large part of the site (25%) at risk from 1 in 30 event. Chertsey Road to the east is predicted to flood during 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	149 dwellings + 1600sqm net office + retail	Small patch at risk from 1 in 1000. Commercial Way is predicted to flood at 1 in 100 event at the junction with Chapel Street.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	94 dwellings + 1000sqm net office	Risk from 1 in 1000 in the centre.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	50 dwellings + 400sqm net office + retail	Small area at risk from 1 in 1000 on site. Risk from 1 in 100 event to the north.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement – upgrades to existing drainage likely to be required. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker

						regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA7	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Essential infrastructure	Small patches of SW risk through the site but no major flow routes. Guildford Road under the railway shows risk during 1 in 30 events. Small low points across the site showing risk during 1 in 30 events will need to be considered.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	43 dwellings	Risk from a 1 in 30 event to west of site on Poole Road	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	55 dwellings + reprovision of office	Risk from 1 in 100 events on 5% of the site and on Wilbury Road, Vale Farm Road and Goldsworth Road. 60% of the site at risk during 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	16,719sqm net office	Risk from 1 in 1000 events on Victoria Way and Church Street West	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	55 dwellings + 1200sqm net office + retail	Goldsworth Road to the south at risk from a 1 in 30 event	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	900sqm net office	Church Street West is at risk from a 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	125 dwellings + 1500sqm net office + community uses + retail	Risk of 1 in 1000 on the site. To the north and east of the site Goldsworth Road and Victoria Arch at risk from 1 in 30 events.	Historic Wetspot to the north of the site on Goldsworth Road		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	40,742sqm net office /	Cherry Street poses a SW risk during 1 in 30 events. Poole Road to	Historic wetspot in the middle		Design that mitigates impacts on surface water flooding, incorporating SuDS in

		warehousing + energy station Possible element of residential	the north west shows a risk at 1 in 100 events.	of the site on Cherry Street.		accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	67 dwellings + reprovision of community and office uses	North eastern corner along Church Street East and Chertsey Road is at risk to a 1 in 30 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	740sqm net office	Chertsey Road at risk from flooding during 1 in 30 events and 1 in 100 along whole western boundary. A small section of the site is also at predicted risk during 1 in 1000 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA17	Griffin House, West Street, Woking, GU21 6BS	1000sqm net office	Predicted risk during 1 in 1000 event on West Street and Christchurch Way.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	800sqm net office	Small areas at risk from 1 in 1000 events on the site. Church Street East to the south is predicted to flood during 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	67 dwellings	1 in 100 risk on Horsell Moor and Lockfield Drive to north and south respectively. Small part of the site (5%) at risk from 1 in 1000.	Historic wetspot to the northwest along Horsell Moor		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	55 dwellings	None on west site. On east site small area (5%) of risk during 1 in 30 event	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury	12 dwellings	20% of site at risk from 1 in 1000 event	None		No further requirements than those of existing Development Plan.

	Site 3), Barnsbury, GU22 0BU					
UA22	Ian Allan Motors, 63-65 High Street, Old Woking GU22 9LN	24 dwellings	No predicted risk on site. Predicted risk of flooding during 1 in 30 events on Priors Croft to the north and 1 in 1000 on High Street to the south.	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 2 and 3. Sequential approach to layout of development. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	10 dwellings + retail	Risk from 1 in 1000 event on the eastern edge. Risk from 1 in 30 event on Kingsfield Road	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	570 dwellings + community + leisure & open space + retail	Large sections (15%) at risk from 1 in 30 events. 1 on the east site which shows flow route from the eastern boundary to the recreation ground. Another flow route is from Spencer Close and Dartmouth avenue through the School to the eastern boundary. 30 % of the site at risk during 1 in 1000 events.	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 2 and high risk groundwater vulnerability zone. Sequential approach to layout of development. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA25	101-121 Chertsey Road, Woking, GU21 5BW	104 dwellings + reprovision of office	Risk from 1 in 1000 event on 25% of site. Chertsey Road predicted to flood during 1 in 100 events	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	6000sqm net industrial / warehousing + office	Parts of the site at risk from 1 in 30 events (5%). Albert Drive is predicted to flood during 1 in 30 events to the south west and at 1 in 100 north towards Bateson Way.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation

						with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	3600sqm industrial / warehousing + transport infrastructure	Large patch at risk from 1 in 30 at Scandia House, Boundary Business Centre and on Monument Way West. 1 in 30 risk along Boundary Road and Walton Terrace. 40% of site at risk from a 1 in 1000 event.	Current wetspot on Walton Terrace and Boundary Road	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location on secondary aquifer.
UA28	29-31 Walton Road, Woking, GU21 5DL	10 dwellings	Risk from 1 in 1000 event on 15% of the site and along Grove Road and Walton Road	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA29	95-105 Maybury Road, GU21 5JL	61 dwellings + office/employment use	5% of site at risk from 1 in 1000 event. Flooding predicted to occur during 1 in 30 events at the eastern corner and from 1 in 1000 events along the southern boundary.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA30	Walton Road Youth Centre, Walton Road, Woking GU21 5DL	21 dwellings + community facility	Risk from 1 in 1000 event on the eastern corner boundary of the site.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA31	Car Park (east), Oriental Road, Woking, GU22 8BD	250 dwellings + open space	Large area at risk from 1 in 30 at the northern end of the site. Just south of the site is another car park which is at risk from 1 in 30. This would be a consideration when developing the site. Two patches are at risk from 1 in 100 events on the southern boundary.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental

						Health to investigate potential soil or groundwater contamination
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	88 dwellings	Patch of site (10%) at risk from 1 in 100 event. Risk from 1 in 1000 events along the northern boundary on Oriental Road.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	100 dwellings	Risk from 1 in 100 events across the site mainly along the railway to the north of the site. Guildford Road on the eastern corner is at risk from 1 in 100 events as is Bradfield Close to the south.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Investigate current or historical contaminative uses of the site.
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	1000sqm net office	Risk from 1 in 1000 events in taches of the site (10%)	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA35	The Crescent, Heathside Crescent, Woking, GU22 7AG	10 dwellings	None	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	10 dwellings + offices	None	Historic wetspot along Heathside Crescent		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	11 dwellings	St John's Hill road to the south of the site is at risk from 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	10,000sqm net industrial	Risk from 1 in 100 along the northern boundary, 1 in 30 in places due to ditch that runs along it. Patch on the northern tip to 1 in 100.	Historic wetspot along Camphill Industrial Estate		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater

						network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	12 dwellings + 181sqm net retail	25% of site at risk from 1 in 30 33% of site at risk from 1 in 100 100% of site at risk from 1 in 1000	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	208 dwellings + existing office + retail + library	A small patch at risk from 1 in 30 and one of 1 in 100. 20% of site is at risk from 1 in 1000. A major flow route flows from south to north to the west of the site which is predicted to affect the site during a 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	28 dwellings + existing community facility	Camphill Road and Stoop Court at risk from 1 in 30 events along the boundaries east and west of the site.	None		No further requirements than those of existing Development Plan.
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	93 dwellings + football stadium + retail	Westfield Avenue is at risk from 1 in 30 along the western boundary. The site has patches of 1 in 100 and 1 in 1000	Historic wetspot along Westfield Avenue		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Investigate current or historical contaminative uses of the site.
GB1	Land south of Brookwood Lye Road, Brookwood GU24 0EZ	93 dwellings	Small area of 1 in 1000 SW risk on the site. 1 in 30 risk along the northern boundary on Brookwood Lye Road.	Wetspot in progress along Bagshot Road North west of the site.		Flood Risk Assessment (taking into account climate change projections). Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	6 additional traveller pitches, 1 transit site	Northern part of the site (25%) at risk from a 1 in 1000 year event. Section of Brookwood Lye Road north of the site at risk from a 1 in 30 event	None		Flood Risk Assessment (taking into account climate change projections). Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9.

						Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB3	Brookwood Cemetery, Cemetery Pales GU24 0BL	Cemetery infrastructure	One flow route across the middle of the site and site is predicted during 1 in 1000 events with patches at risk during 1 in 30 and 1 in 100. A ditch runs from the centre to the western boundary and then turns a runs parallel to the southern corner. There are a number of patches across the site at site that pond during 1 in 30 events. Surface water proportionally isn't large for the size of the site but due to its size there are many risks across it.	None	Yes – take account of Land Drainage Byelaws	The groundwater in the Bagshot Beds Aquifer to the south west of the site may be shallow. Since burials should not be in groundwater, the proposals should be informed by a study of the maximum seasonal depth of groundwater to determine the extent of the site that would be suitable for burials. No further requirements than those of existing Development Plan.
GB4	Land south of Parvis Road and High Road, Byfleet KT14 7QL	Use tbc	Small patch of the site shows a 1 in 100 risk, with slightly bigger (10% of the site) patches at risk form 1 in 100	None	Yes – take account of Land Drainage Byelaws	Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
GB5	Land to the south of Rectory Lane, Byfleet KT14 7NE	Use tbc	Negligible risk, small 1 in 1000 patch on the site	Some historic wetspots to the south east of the site on Sanway road and Sanway Close		Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Transport infrastructure	20% of the site is at risk from 1 in 30 events	Historic wetspot down Woodham Road		No further requirements than those of existing Development Plan.
GB7	Nursery land adjacent to Egley Road, Mayford GU22 0PL	118 dwellings + open space	Fairly large section (estimated 10%) of site at risk of 1 in 30 event to the north east corner of the site. Also at risk to a 1 in 30 event on along western boundary on the rail tracks at to the east on Egley Road. South eastern corner of the site is predicted to be at risk during 1 in 30 events. The south western side is also at risk during 1 in 100 events. The railway on the western boundary of site is predicted to flood during 1 in 30 events as is Egley Road on the eastern boundary.	None	Yes – take account of Land Drainage Byelaws	Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination. No further requirements than those of existing Development Plan.
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Use tbc	1 in 30 SW risk in the centre with 1 in 1000 risk along much of the	Historic wetspot on junction of Egley Road		Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated

			southern boundary of the site	and Drakes Way to the east of the site		Core Strategy and/or Site Allocations DPD.
GB9 and GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	555 dwellings + open space + 15 Traveller pitches	Small patches at risk to a 1 in 1000 event. Risk of 1 in 30 just to south because of a watercourse just beyond the boundary.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location adjacent to Flood Zone 2 and 3. Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's former use as Ministry of Defence land and location in a high risk groundwater vulnerability zone and principal aquifer.
GB10	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	268 dwellings (including 155 specialist units) + office and research	A patch of 1 in 100 SW risk on the east site and in the middle due to a water feature. Patches of 1 in 1000 across the site (10% of site). 1 in 30 in sections and 1 in 100 along the rest of the northern boundary on Parvis Road.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
GB11	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Urban open space	Eastern boundary at risk during a 1 in 30 event and from 1 in 100 along Parvis Road to the south. Risk from 1 in 1000 around the school to the west side of the site.	None	Yes – take account of Land Drainage Byelaws	The allocation seeks to retain the land as urban open space. No further requirements than those of existing Development Plan.
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	SANG	A few small patches at risk from 1 in 1000 events mainly along ditches to the south of the site.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location within Flood Zones 2 and 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered. Any infrastructure to be set back to create a 10m undeveloped buffer with River Wey. Early consultation with Environment Agency.
GB13	Brookwood Farm SANG, Bagshot	SANG	Site follows a major route which is at risk	None	Yes – take account of	Flood Risk Assessment (taking into account climate change

	Road, Brookwood, GU21 2TR		during 1 in 30 events from north to south of the site. Another smaller flow route flows in to the site from the west and joins in the southern section. The site has a very high risk from surface water flooding and it would be a major risk with development on this site.		Land Drainage Byelaws	projections) due to site's location within Flood Zones 2 and 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered. Early consultation with Environment Agency.
GB14	Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	SANG	Many patches of risk during 1 in 30 events as water flows through a number of channels from south to north of the site. There are also evidence of a number of areas where water will pool through 1 in 30, 1 in 100, 1 in 1000 events	None	Yes – take account of Land Drainage Byelaws	Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	SANG	Small risk along River Wey with areas at risk from 1 in 30 and 1 in 100 just north of the boundary. Small patches at risk from 1 in 30 and 1 in 100 to the southern end of the site.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location within Flood Zone 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered. Any infrastructure to be set back to create a 10m undeveloped buffer with River Wey. Early consultation with Environment Agency regarding Flood Zone 3 location and potential former contaminative uses of site.
GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	SANG	Northern edge has predicted risk during 1 in 100 events. Half the site shows a risk during 1 in 1000 events.	None	Yes – take account of Land Drainage Byelaws	
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Development brief for heritage infrastructure	High risk along the northern boundary due to Hoe Stream but not for much of the site with a few patches at risk from 1 in 1000 events.	None		At this stage only a development brief is proposed. Any development requirements would be introduced through future updates to the DPD.