

Woking

Town Centre Masterplan

Site specific guidance

DRAFT REPORT

JULY 2022

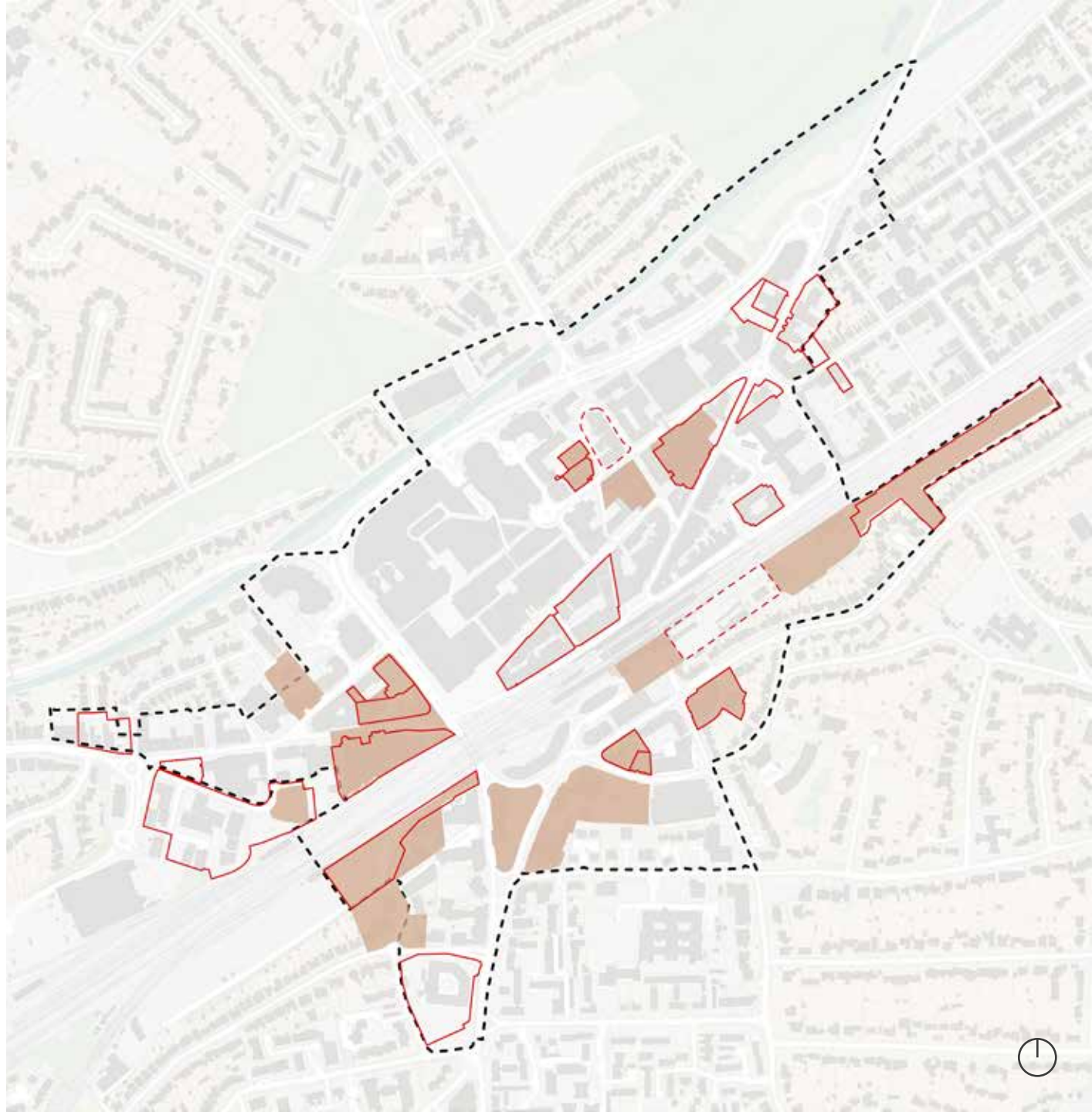
SITES

- UA2 Trizancia House, UA3 Chester House
- UA4, UA6 High Street and Commercial Way
- UA5 The Cornerstone
- UA8 Former Goldsworth Rd Arms
- UA9 113-129 Goldsworth Road
- UA10 MVA House (HIF8)
- UA11 1-7 Victoria Way (HIF8)
- UA13 30-32 Goldsworth Road (HIF8)
- UA14 Poole Road industrial estate (HIF12)
- UA15 The Big Apple (HIF11)
- UA16 Chertsey House
- UA17 Griffin House, UA18 Concord House (HIF10), Chobham Road (W1)
- UA25 101-121 Chertsey Road
- UA28 29-31 Walton Road
- UA30 Walton Road Youth Centre
- UA31 Car Park (East) Station (HIF2)
- UA32 Royal Mail Depot (HIF1)
- UA33 Coal Yard (HIF3)
- UA34 Quadrant Court
- UA35 The Crescent, UA36 Somerset House (HIF6)

- HIF4 Police Station
- HIF5 Station Plaza
- HIF9 BHS
- HIF7 The Triangle
- HIF13 Church Gate

- Station sidings (W2)

- HIF site
- Local Plan site allocation
- Windfall site



MASTERPLAN

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- ||||| Busy road
- ▶ Key access
- ▶ Services access



DEVELOPMENT CAPACITIES

Two targets are reported in this capacity schedule. The first relates to the Local Plan site allocations and the second relates to HIF sites. The balance in relation to each of these targets reflects the development potential of each site according to the masterplan as well as the number of homes which have already been delivered on each site.

Notes:

- All capacities are subject to further, detailed design work
- All dimensions in sqm unless specified otherwise
- GEA areas measured from OS Map
- Av. apartment = 100 sqm GEA
- Av. apartment = 72 sqm NIA

Site	Indicative capacities of the Woking Town Centre Masterplan					Targets and balance					Targets and balance			Targets and balance	
	Residential		Employment	Retail/F&B	Community	Total housing on site as per original HIF bid	Local Plan indicative	Expected delivery of planning permissions	Balance against number in HIF bid	Balance against Local Plan	Local Plan target	Has received permission	Balance	Local Plan target	Balance
	GEA sqm	Dwellings	GEA sqm	GEA sqm	GEA sqm	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	GEA sqm	GEA sqm	GEA sqm	GEA sqm	GEA sqm
UA2 Trizancia House, UA3 Chester House	2,272	23	8,121	-	-		64		23	41	8,000		121		
UA4, UA6 High Street and Commercial Way	19,074	191	833				199		191	8	4,000		3,167		
UA8 Former Goldsworth Rd Arms	3,442	34		572			43		34	9					
UA9 113-129 Goldsworth Road	5,530	55		619			55		55	0					
UA10 MVA House (HIF8)											16,719	19,800	3,081		
UA11 1-7 Victoria Way (HIF8)	886	9									3,000		3,000		
UA13 30-32 Goldsworth Road (HIF8)						1,205	180	928	268	757	10,000		10,000		
UA14 Poole Road industrial estate (HIF12)	23,197	232	5,076	547		120			112	232	49,000	3,168	40,756		
UA15 The Big Apple (HIF11)	6,754	68	6,535	754	2,225	400	67	68	264	69			6,535	4,049	1,824
UA16 Chertsey House			1,300								1,000		300		
UA17 Griffin House, UA18 Concord House (HIF10), W1 Chobham Road	5,818	58	6,932			200			142	58	3,500		3,432		
UA28 29-31 Walton Road	1,048	10					10		10	0					
UA30 Walton Road Youth Centre	1,648	16			282		16		16	0					
UA31 Car Park (East) Station (HIF2)	14,453	145				400	250		255	105					
UA32 Royal Mail Depot (HIF1)	5,973	60				200	88		140	28					
UA33 Coal Yard (HIF3)	18,342	183	236		396	400	100		217	83			236		
UA34 Quadrant Court	6,837	68	8,280		1,392				68	68	1,000		7,280		
UA35 The Crescent, UA36 Somerset House (HIF6)	7,868	79				150	20		71	59					
HIF4 Police Station	21,109	211	2,908			600			389	211			2,908		
HIF5 Station Plaza	4,840	48	664	457	650	200			152	48			664		
HIF7 The Triangle	4,052	41	694	1,514		300			259	41					
HIF9 BHS	9,525	95		394		200			105	95					
HIF13 Church Gate	3,890	39				180			141	39					
W2 Station sidings	5,202	52							52	52					
TOTALS	171,756	1,718	41,579	4,857	4,945	4,555	1,092	996	1,841	1,622	96,219	-	32,366	4,049	1,824

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

EXISTING MASSING

- Consented scheme
- Scheme under construction



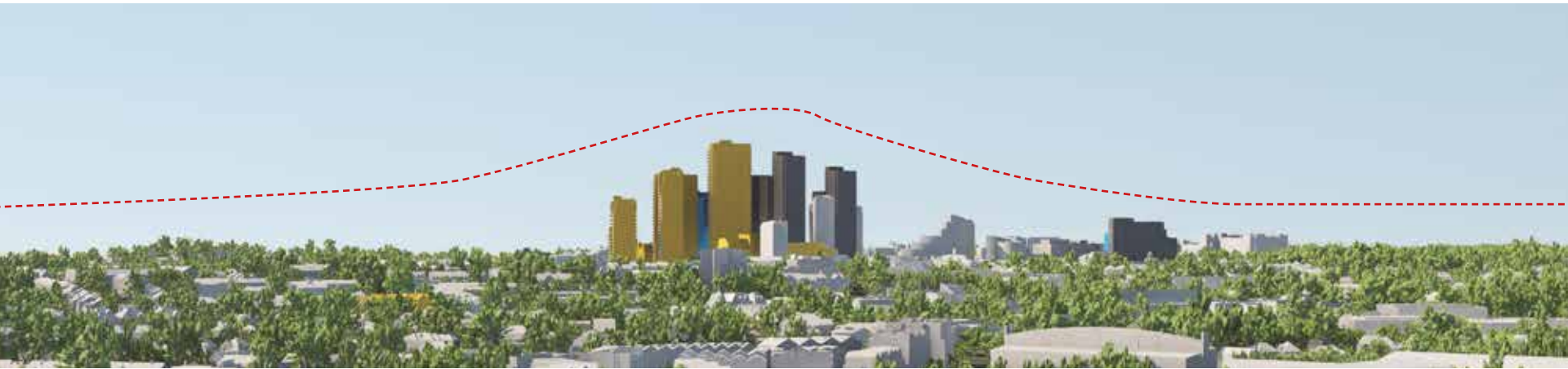
POTENTIAL MASSING

- Consented scheme
- Scheme under construction
- Proposed scheme

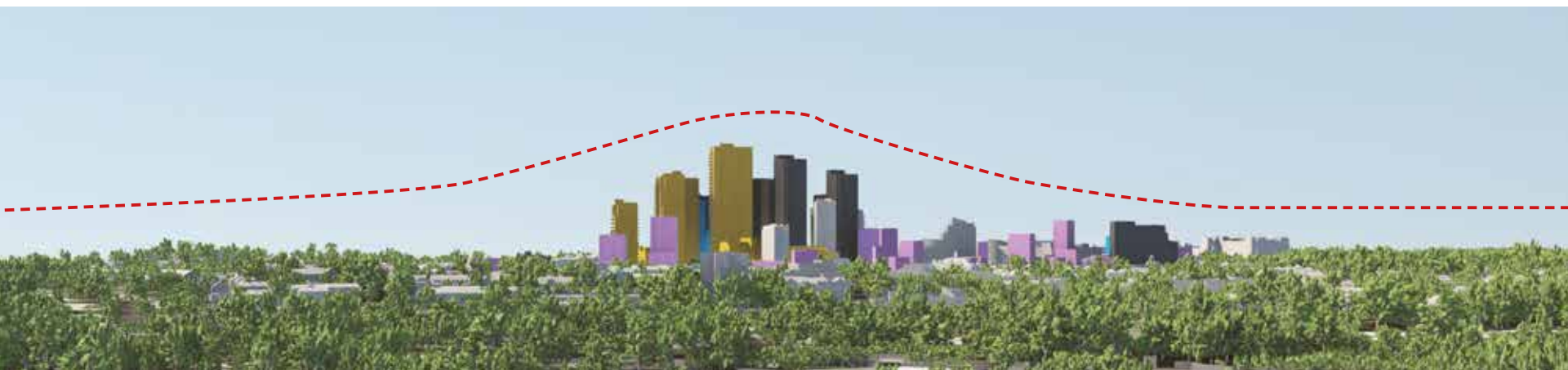


- Consented scheme
- Scheme under construction
- Proposed scheme

Existing skyline facing North

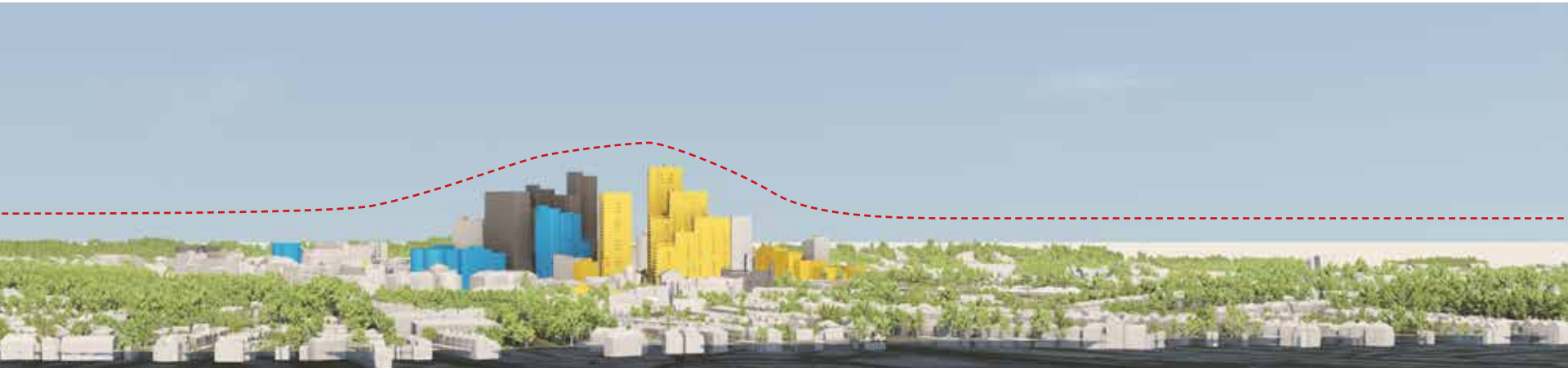


Potential skyline facing North

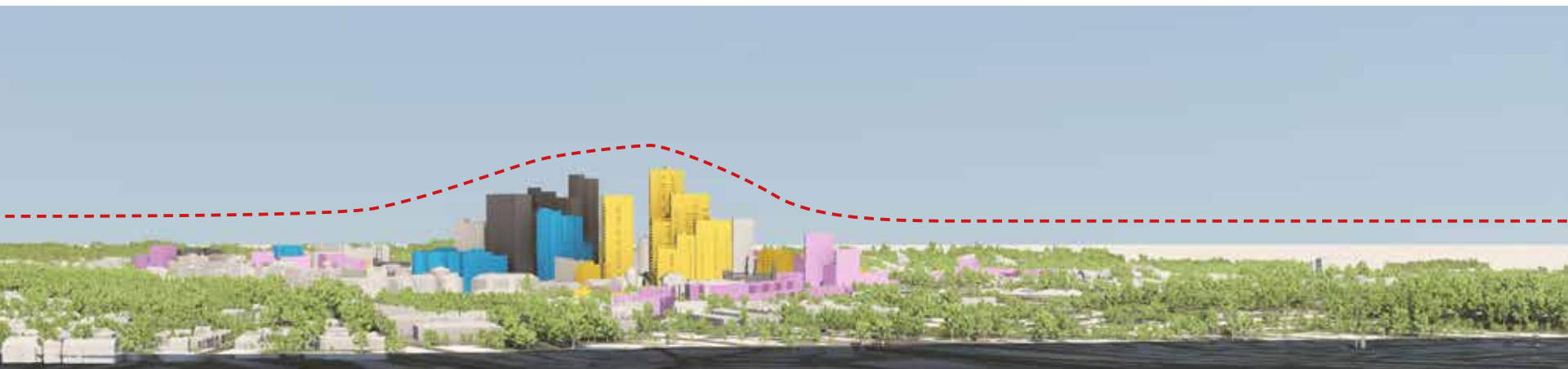


- Consented scheme
- Scheme under construction
- Proposed scheme

Existing skyline facing East

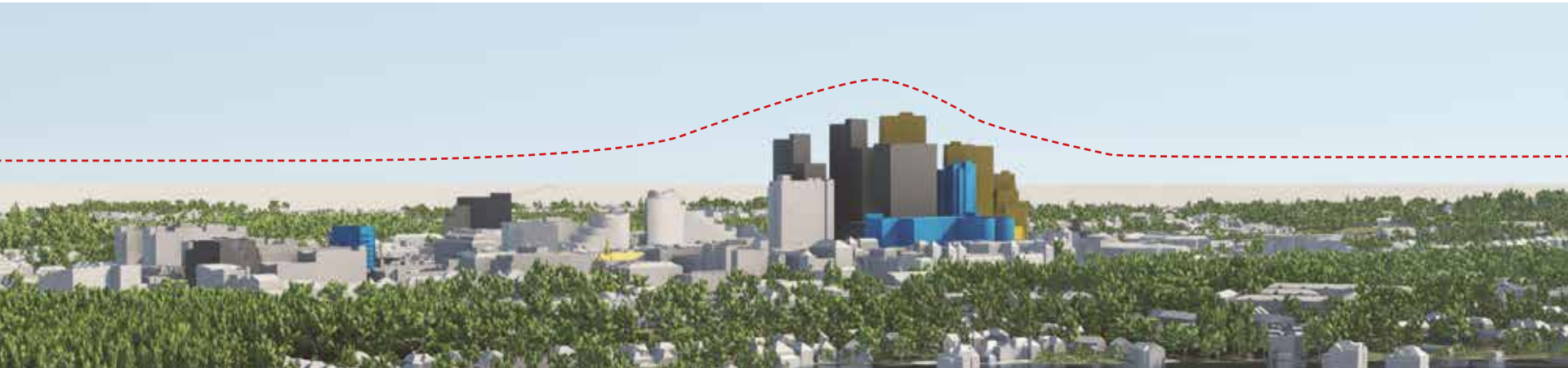


Potential skyline facing East

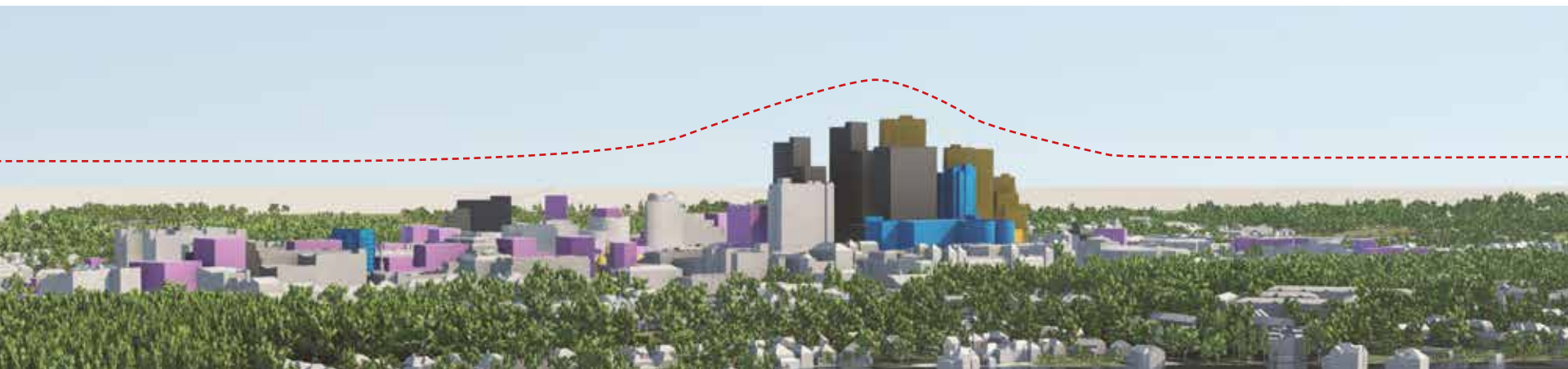


- Consented scheme
- Scheme under construction
- Proposed scheme

Existing skyline facing South

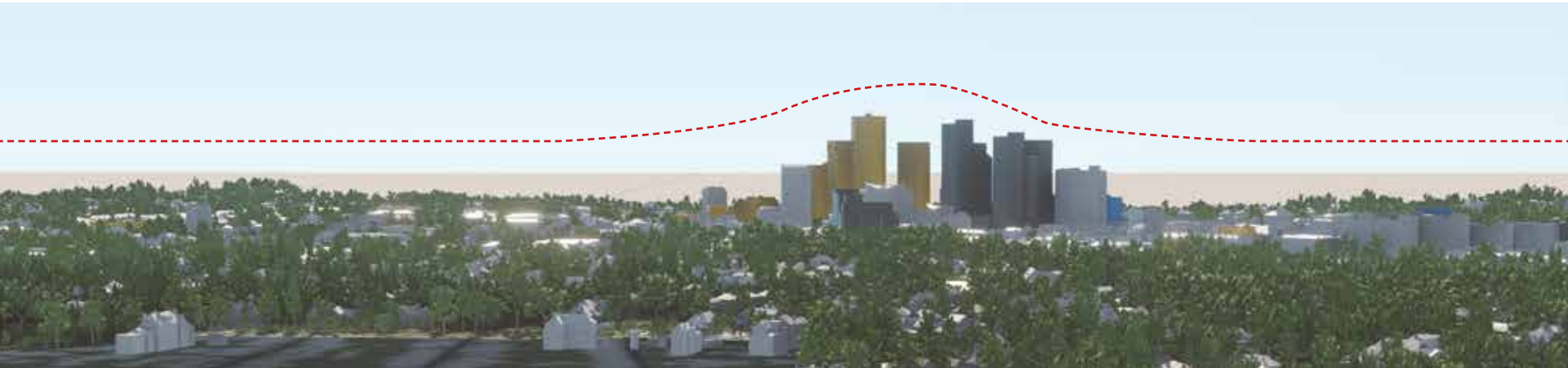


Potential skyline facing South



- Consented scheme
- Scheme under construction
- Proposed scheme

Existing skyline facing West



Potential skyline facing West

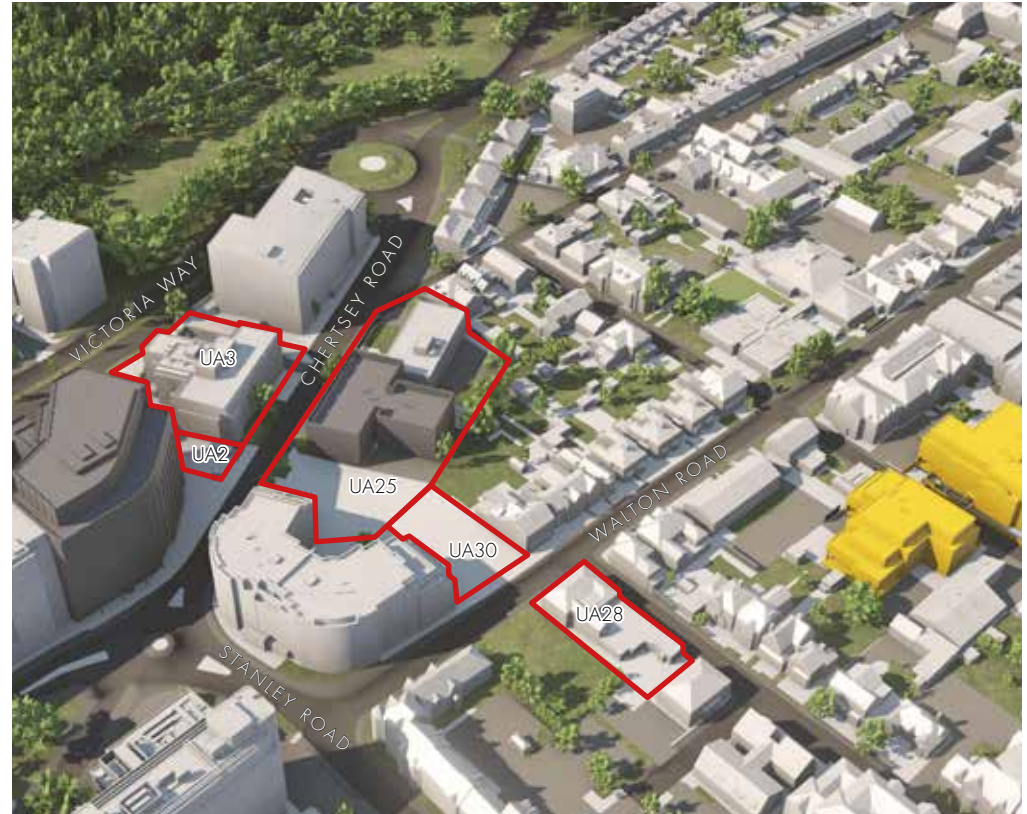


CHERTSEY ROAD CLUSTER

CHERTSEY ROAD CLUSTER

Site overview

- The Chertsey Road cluster comprises the following sites: UA2 Trizancia House / UA3 Chester House / UA25 101-121 Chertsey Road / UA28 29-31 Walton Road / UA30 Walton Road Youth Centre
- Within the Chertsey Road character area
- The prevailing height is 4.8 storeys
- The tall building threshold for this area is 7 storeys
- The collection of sites to the north sit along the north eastern approach to the town centre. UA2, UA3 and UA25 sit along this approach on Chertsey Road. They're bound by Victoria Way to the north with the surrounding context comprising of mid-rise office buildings, dropping to a low-rise residential area to the east and south.
- The remaining sites on Walton Road are enclosed by a residential area of much lower density to the east and south.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

EXISTING CONDITION

Issues and opportunities

- Bordered by Victoria Way to the north
- Large residential area of fine grain to the east and south
- UA30 - vacant site
- Large amounts of surface car parking
- Sits along a key approach to the town centre

Location plan

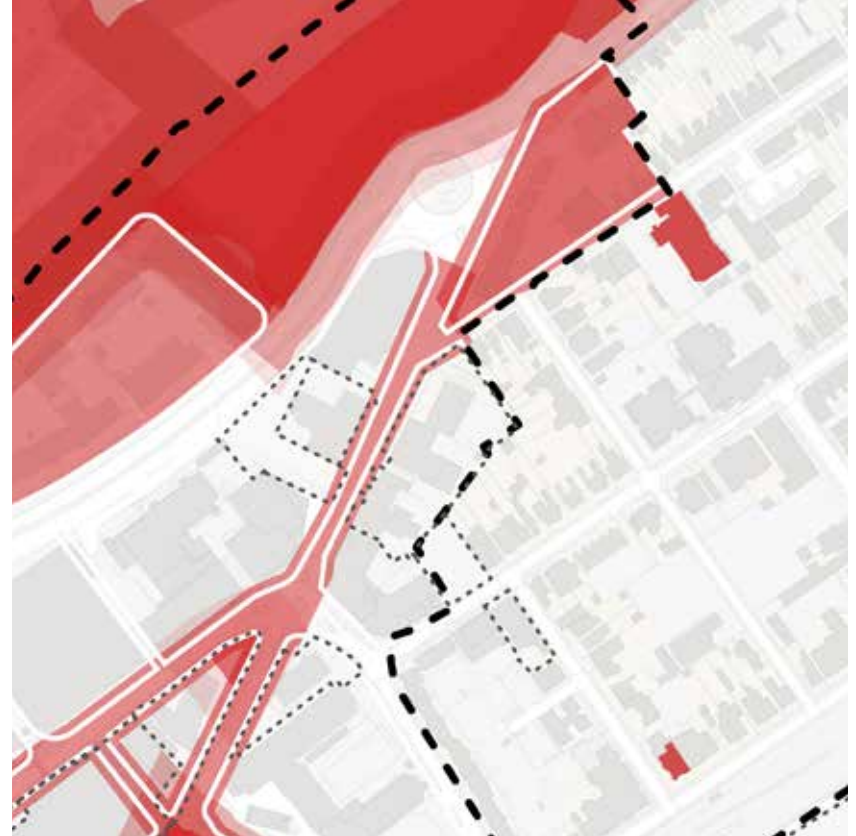
- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

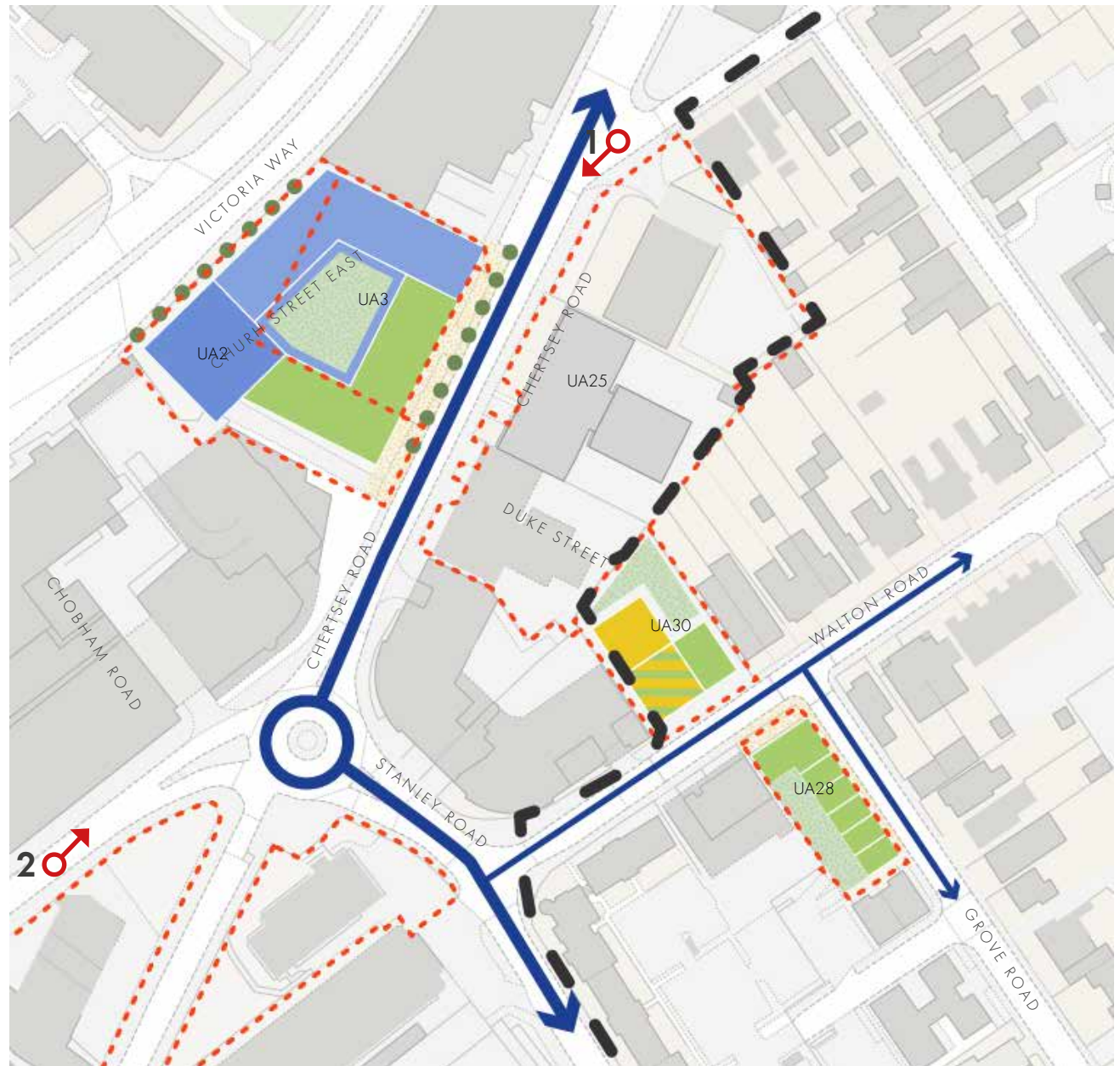


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access for UA2/3 should be provided off Chertsey Road
- Residential entrances for UA2/3 should face Chertsey Road and Walton Road
- Minimal parking should be provided due to the proximity to the town centre and bus routes.

Land uses

- A community centre should be reprovided on site UA30
- Developments along Walton Road should be residential in character
- Developments along Chertsey Road should be mixed-use in character for site UA3 and pure residential for site UA2
- Offices are better suited along Victoria Way

Form of development

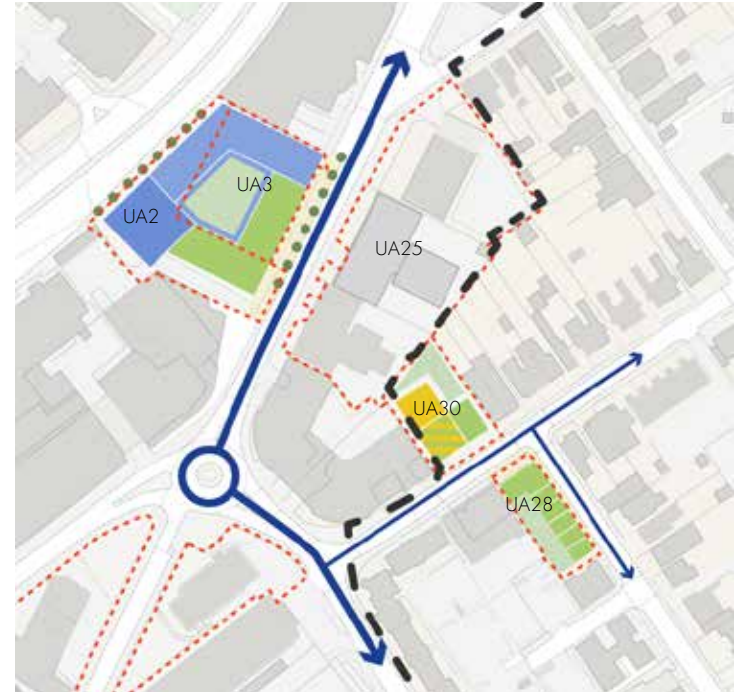
- Low-rise infill residential developments are appropriate for sites UA28/30
- Mid-rise infill linear apartment blocks and maisonettes are suitable for site UA25
- A mid to high-rise mixed-use perimeter block is suitable for site UA2/3
- The scale of developments should rise towards the roundabout which marks a key approach into the town centre
- Given the depth of sites UA2/3 and UA25, there is potential to create private amenity space for residents away from Chertsey Road

Public realm and movement

- Improvements to the quality of the public realm along Chertsey Road will be required as part of the development of sites UA2/3
- Tree planting along Chertsey Road is encouraged to create a more boulevard-like approach to the town centre
- Soft landscaping should be provided towards the rear of each site where appropriate.
- Proposed building lines should be set back to create wider pavements with better landscaping, especially along Chertsey Road

Relationship to surroundings

- Active frontages should be provided along all street edges
- Residential frontages should be sufficiently set back from pavements to accommodate defensible spaces
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline
- New developments should respond sensitively to existing residential frontages and avoid privacy and overlooking issues through careful design and setbacks
- The coordinated development of sites UA25/30 is encouraged as they are contiguous and it would encourage a broader consideration of urban design and may result in mutually beneficial outcomes in terms of design quality



Illustrative framework

POTENTIAL MASSING



9

4

6

4

3

CAPACITIES

UA2 TRIZANCIA HOUSE / UA3 CHESTER HOUSE

	Block A			
	1	2	3	4
25th				
24th				
23rd				
22nd				
21st				
20th				
19th				
18th				
17th				
16th				
15th				
14th				
13th				
12th				
11th				
10th				
9th				
8th	424			
7th	424			
6th	424			
5th	424	470		
4th	424	470		
3rd	424	718	649	
2nd	424	718	649	
1st	424	718	649	
Ground	424	718	649	493

Residential

- Potential dwellings 23
- Density (dph) 76
- Density (FAR) 3.46

Non-residential

- Business (sqm GEA) 8,121
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED	Subtotal
Residential (dwellings)	23
Residential Upper (GEA)	1,947
Residential Ground (GEA)	325
Business (GEA)	8,121
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	-
Parking	-

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
2,272	24,450	23	10,393	0.30	3.46	76	

UA28 29-31 WALTON ROAD

	Block A	
	1	2
25th		
24th		
23rd		
22nd		
21st		
20th		
19th		
18th		
17th		
16th		
15th		
14th		
13th		
12th		
11th		
10th		
9th		
8th		
7th		
6th		
5th		
4th		
3rd	112	
2nd	112	200
1st	112	200
Ground	112	200

Residential

- Potential dwellings 10
- Density (dph) 210
- Density (FAR) 2.1

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED
Residential (dwellings)
Residential Upper (GEA)
Residential Ground (GEA)
Business (GEA)
Industrial (GEA)
Retail / F&B (GEA)
Community / leisure
Parking

Subtotal	TOTAL						
	GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
10	1,048	11,281	10	1,048	0.05	2.10	210
736							
312							
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

UA30 WALTON ROAD YOUTH CENTRE

	Block A		
	1	2	3
25th			
24th			
23rd			
22nd			
21st			
20th			
19th			
18th			
17th			
16th			
15th			
14th			
13th			
12th			
11th			
10th			
9th			
8th			
7th			
6th			
5th	138		144
4th	138		144
3rd	138		144
2nd	138	95	144
1st	138	95	144
Ground	138	95	144

Residential

- Potential dwellings 16
- Density (dph) 206
- Density (FAR) 2.41

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) 282
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED	Subtotal
Residential (dwellings)	16
Residential Upper (GEA)	1,600
Residential Ground (GEA)	47.5
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	282
Parking	-

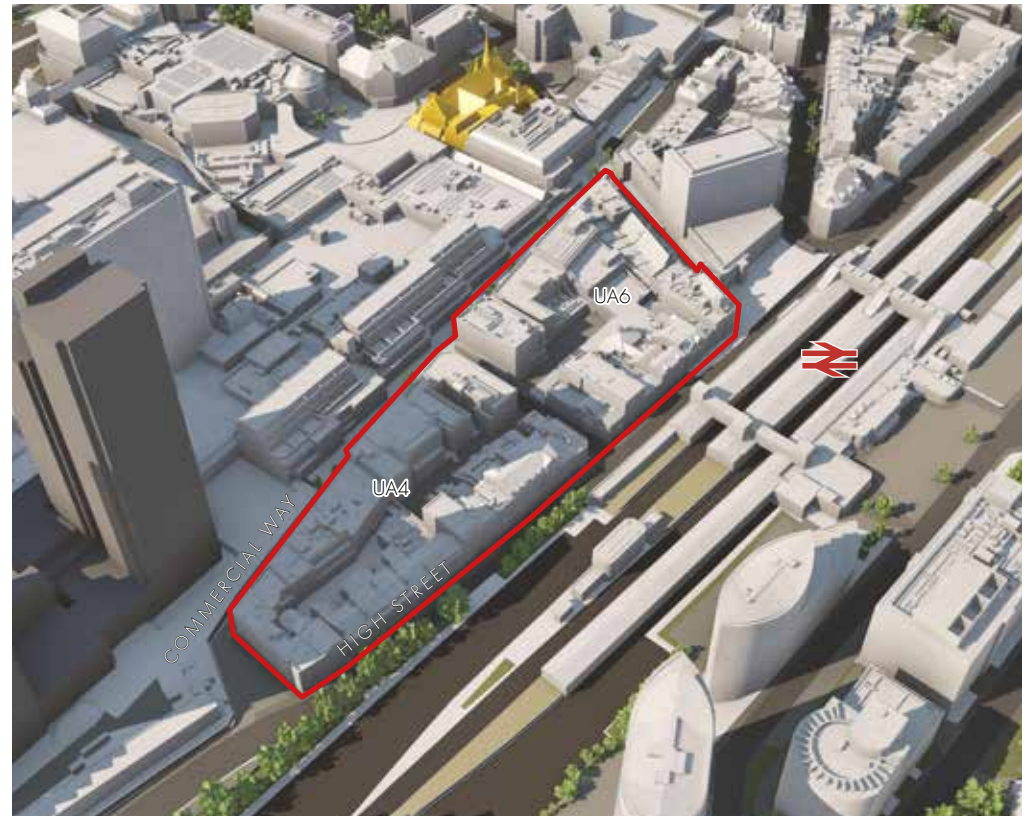
TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
1,648	17,734	16	1,930	0.08	2.41	206	

UA4 / UA6 HIGH STREET AND COMMERCIAL WAY

UA4 / UA6 HIGH STREET AND COMMERCIAL WAY

Site overview

- Within the Historic Quarter character area
- The prevailing height is 2.7 storeys
- The tall building threshold for this area is 6 storeys
- The site is located within the town centre in a conservation area, enclosed by the High Street to the south and Commercial Way to the north. The shared surface of Chapel Street sits north-south between UA4 and UA6. It's deemed an important site as it acts as a gateway to this area of the town centre.
- The character of the site is low rise, varying between 2 and 4 storeys. Despite this, it's context is dramatically different with high rise buildings to the west and the low rise station to the east. A blank wall fronts onto the site from the railway to the south.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

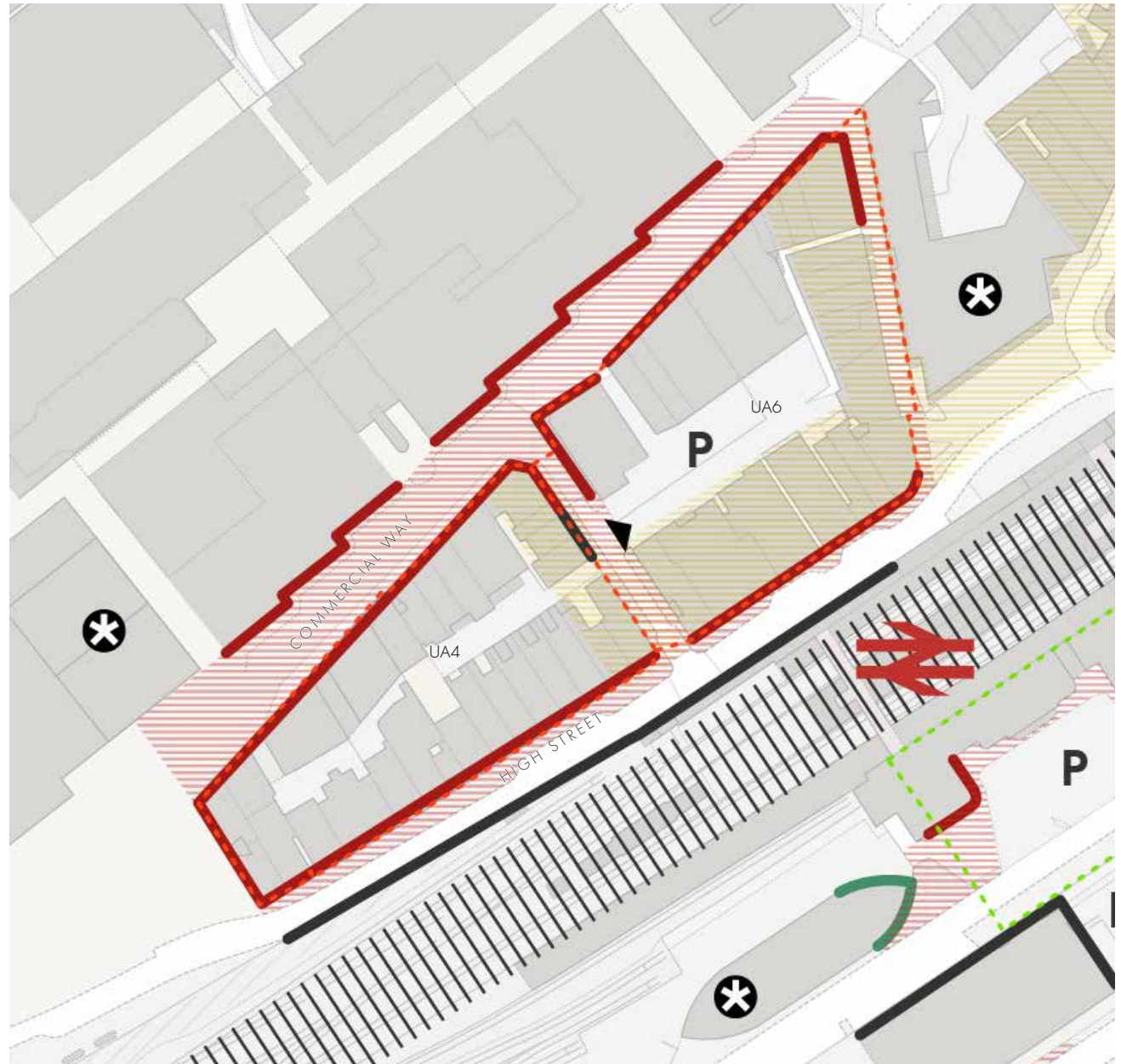
EXISTING CONDITION

Issues and opportunities

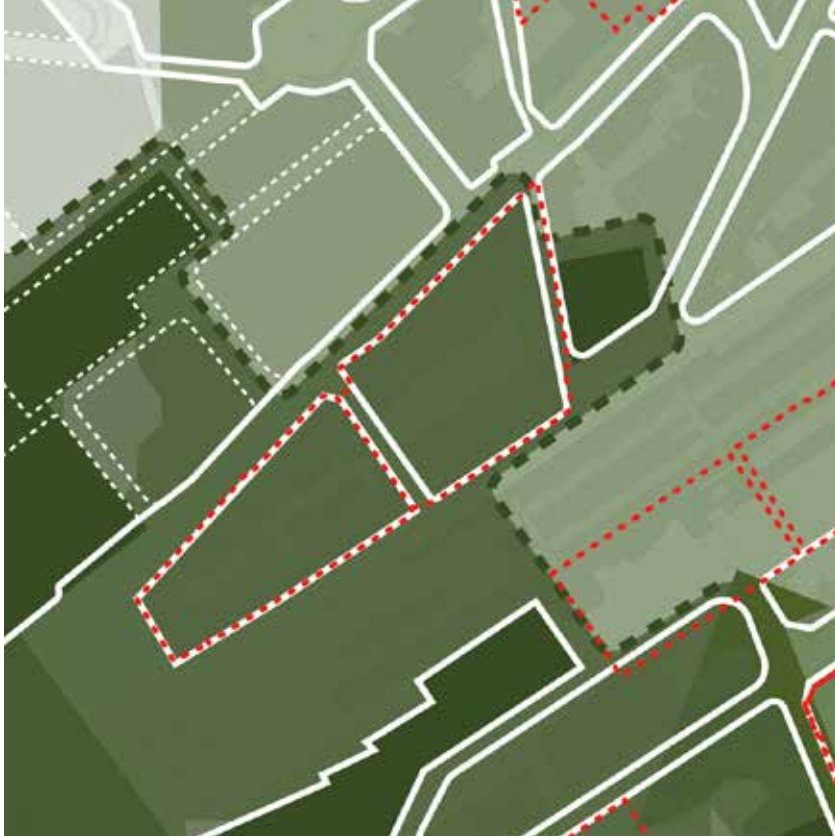
- Sits within a conservation area
- Context has huge variation in scale
- Near emerging tall building cluster
- Proximity to station

Location plan

- ▭ Site boundary
- ▬▬▬ Major route
- ▬▬▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

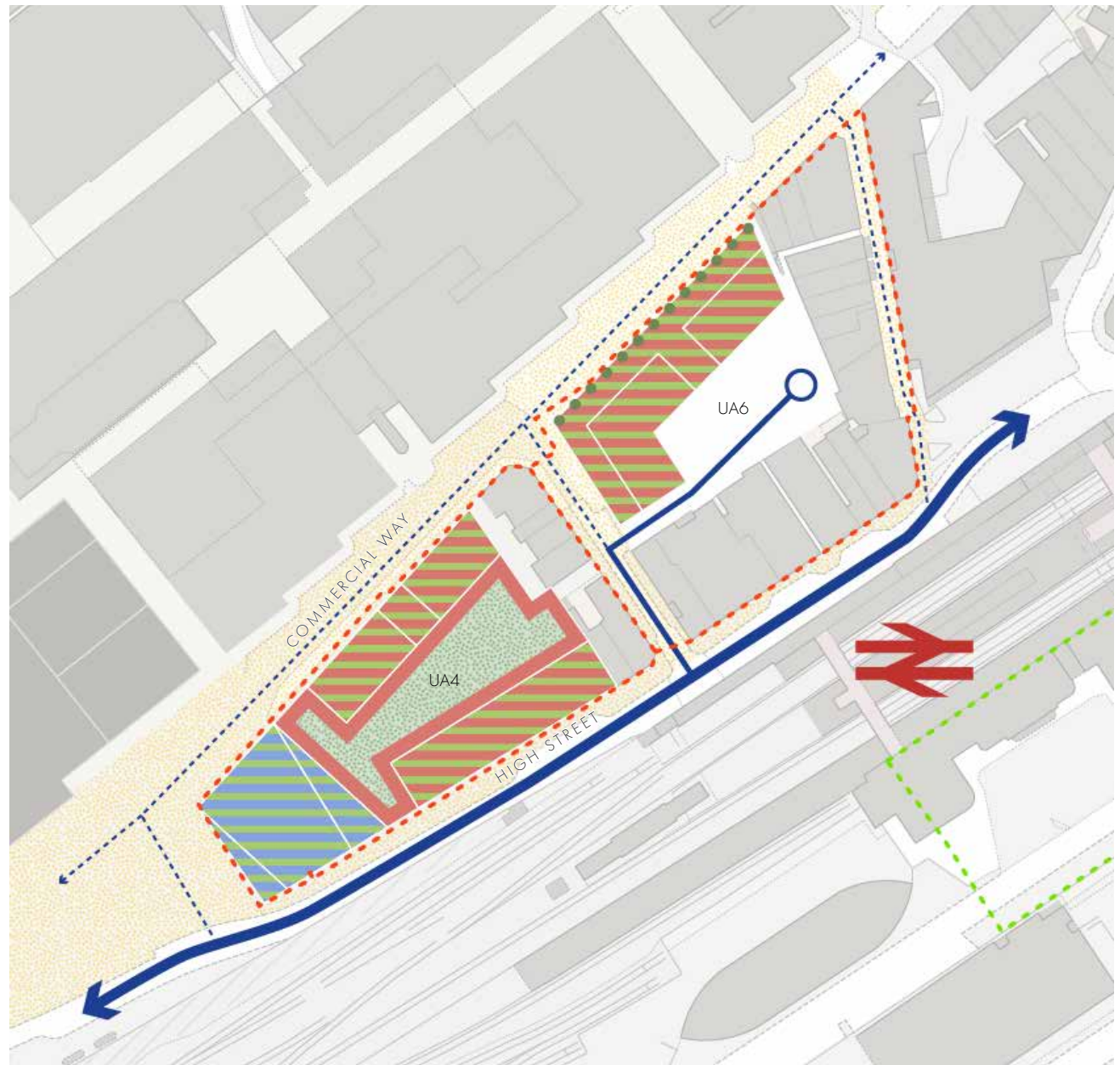


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access for sites UA4/6 should be re-provided off Chapel Street
- Minimal parking is required due to the proximity to the station and bus stops
- Residential entrances should be interspersed among shops and offices along Commercial Way and the High Street

Land uses

- Ground floor retail uses are appropriate along Commercial Way and the High Street
- Residential uses are appropriate on upper floors
- Offices are best suited at the western corner of site UA4 addressing Victoria Square

Form of development

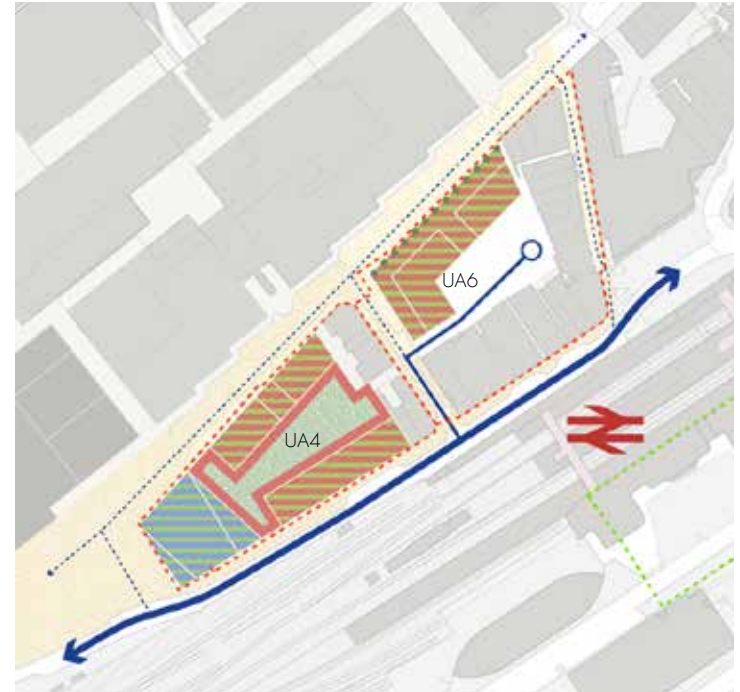
- The development of UA4 should consist of a mixed-use perimeter block that retains and works around listed buildings.
- The scale of buildings on UA4 should rise towards the south western point of the site towards Victoria Way
- The scale of development on UA6 should be most and comparable to existing buildings on the block.

Public realm and movement

- Improvements to the quality of the public realm along Commercial Way and the High Street will be required as part of the development of sites UA4/6
- Additional street furniture and tree planting is encouraged along Commercial Way to strengthen the already positive character of this key promenade
- Proposed building lines should respect the existing alignment of listed buildings in the Conservation Area
- Soft landscaping may be provided as a private amenity at podium level

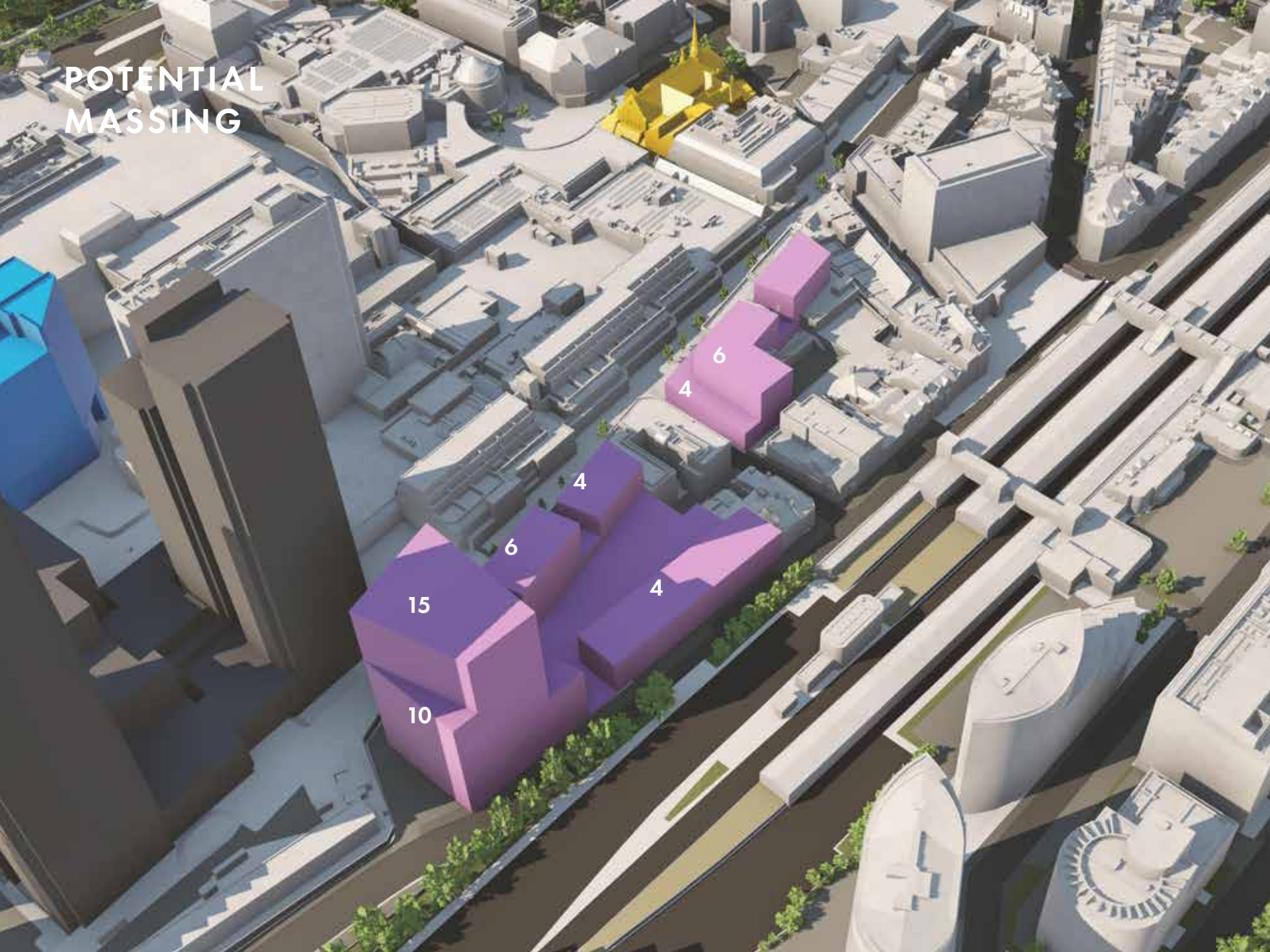
Relationship to surroundings

- New developments should respect and be designed with careful consideration to the setting of the Conservation Area
- New developments should encourage a finer grain at ground floor with a greater number of smaller commercial units encouraged
- Active frontages should be provided along the perimeter of the site
- Residential frontages should be sufficiently set back from the building line at upper levels to allow daylight onto surrounding streets and accommodate private amenity
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

UA4 / UA6 HIGH STREET AND COMMERCIAL WAY

	Block A			Block B								
	1	2	3	1	2	3	4	5	6	7	8	
25th												
24th												
23rd												
22nd												
21st												
20th												
19th												
18th												
17th												
16th												
15th												
14th							640					
13th							640					
12th							640					
11th							640					
10th							640					
9th						32	640					
8th						32	640					
7th						32	640					
6th						32	640					
5th		280	439		161	32	640	284				
4th		280	439		161	32	640	284				
3rd		280	439	637	161	32	640	284		259		
2nd	611	280	439	637	161	32	640	284		259		
1st	611	280	439	637	161	32	640	284	96	259		
Ground	611	280	439	637	161	32	640	284	96	259	1,472	

PROPOSED
Residential (dwellings)
Residential Upper (GEA)
Residential Ground (GEA)
Business (GEA)
Industrial (GEA)
Retail / F&B (GEA)
Community / leisure
Parking

Subtotal
48
4,817
-
-
-
1,330
-
-

Subtotal
143
14,257
-
833
-
2,748
-
-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
19,074	205,311	191	23,985	1.03	2.33	185
833	8,966					
-	-					
4,078	43,895					
-	-					
-	-					

Residential

- Potential dwellings 191
- Density (dph) 185
- Density (FAR) 2.33

Non-residential

- Business (sqm GEA) 833
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 4,078
- Industrial N/A

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

POOLE ROAD INDUSTRIAL ESTATE CLUSTER

POOLE ROAD INDUSTRIAL ESTATE CLUSTER

Site overview

- The cluster of sites consists of UA8 Former Goldsworth Road Arms / UA14 Poole Road Industrial Estate, HIF12 / UA9 113-129 Goldsworth Road,
- Within the Goldsworth Road character area with one site outside a character area; on the edge of the town centre
- The prevailing height is 6.7 storeys
- The tall building threshold for this area is 10 storeys
- The sites to the east sit along Poole Road and Cherry Street; primarily an area of low-rise industrial typologies. It is a key employment area in close proximity to the town centre so retaining uses is deemed important.
- UA8 is at a main intersection and forms part of the western approach into the town centre.
- UA9 is situated north of Goldsworth Road and plays a part in the parade of shops, comprised of low-rise developments at a maximum of 3 storeys.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

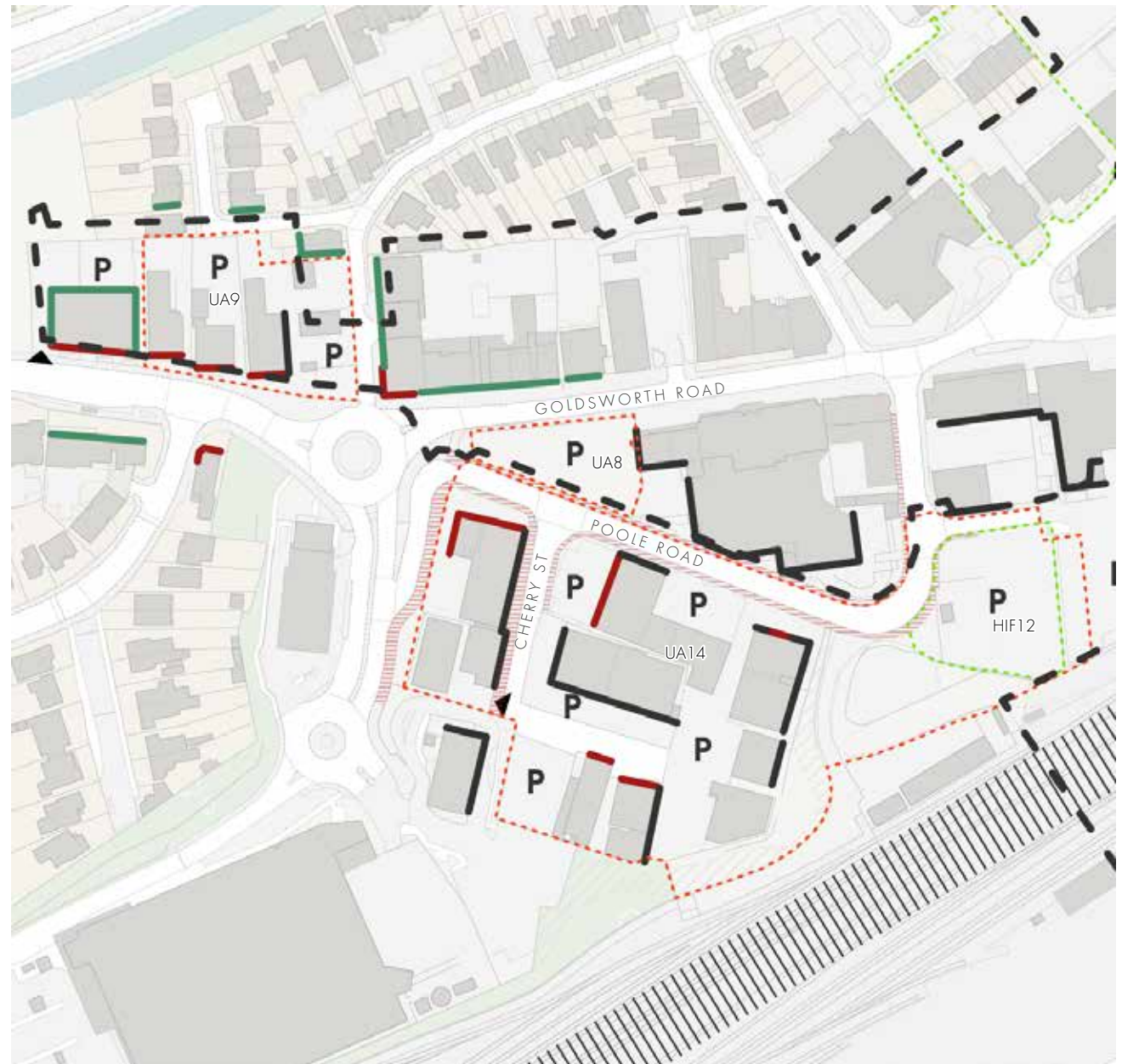
EXISTING CONDITION

Issues and opportunities

- Should contribute towards enhancing the western approach (UA8)
- Dwellings face onto the site on the north, east and western edges (UA9)
- UA14 is considered a key employment area, space and jobs should be retained
- Inefficient use of space with large amounts of the site used for surface car parking

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ✳ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

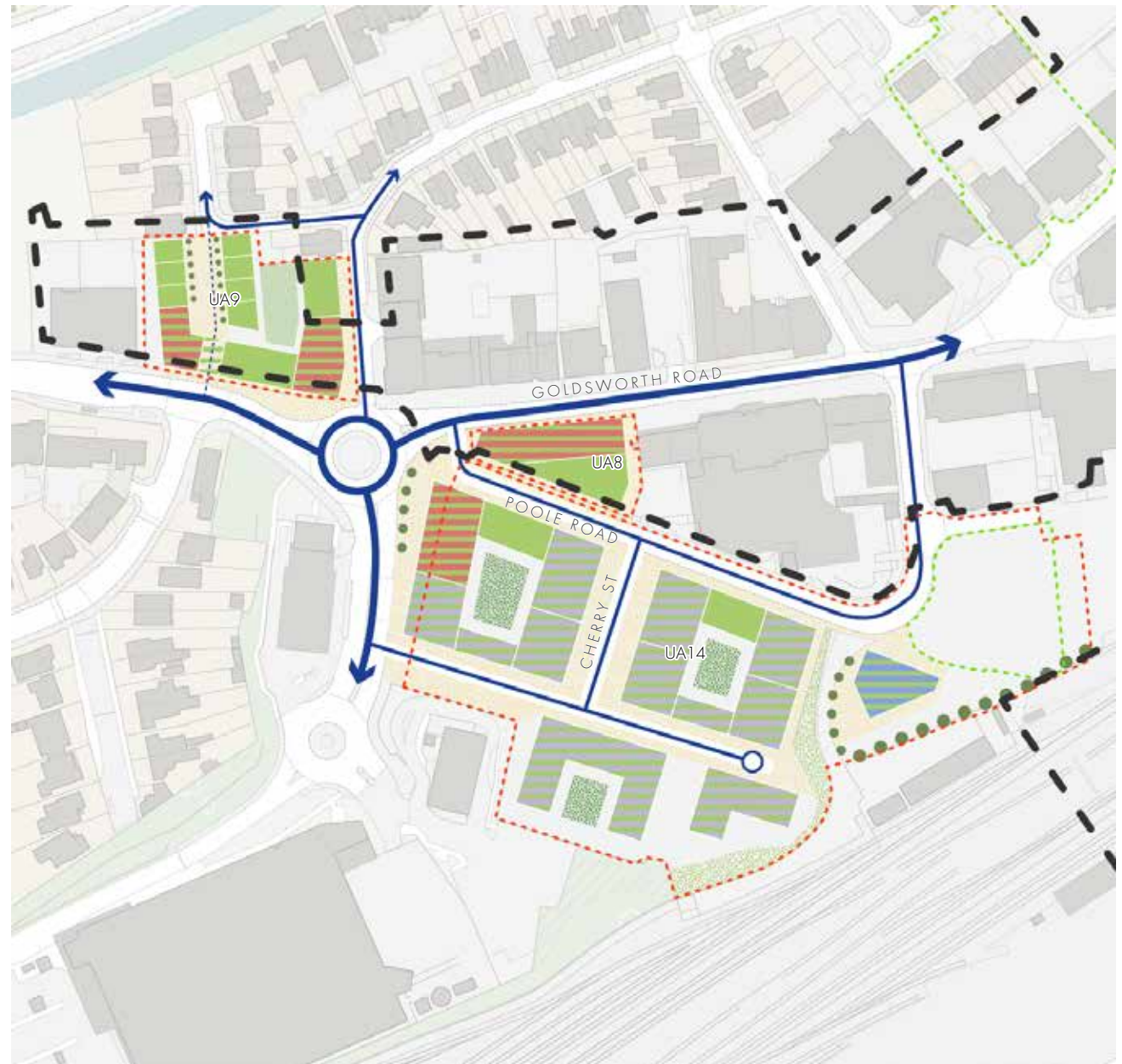


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
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- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Improved permeability and pedestrian access to Wilbury Road from Goldsworth Road should be provided at UA9
- Servicing access for UA14 should be provided off a reconfigured Cherry Street
- Residential access to sites UA8/14 should be provided from Poole Road
- Access to the existing depot should be retained along Poole Road

Land uses

- Industrial uses should be retained on the ground floor along Poole Road and Cherry Street
- Residential uses are appropriate on upper floors of sites UA8/14
- Ground floor retail uses are appropriate on corner blocks along Goldsworth Road to reinforce the existing parade

Form of development

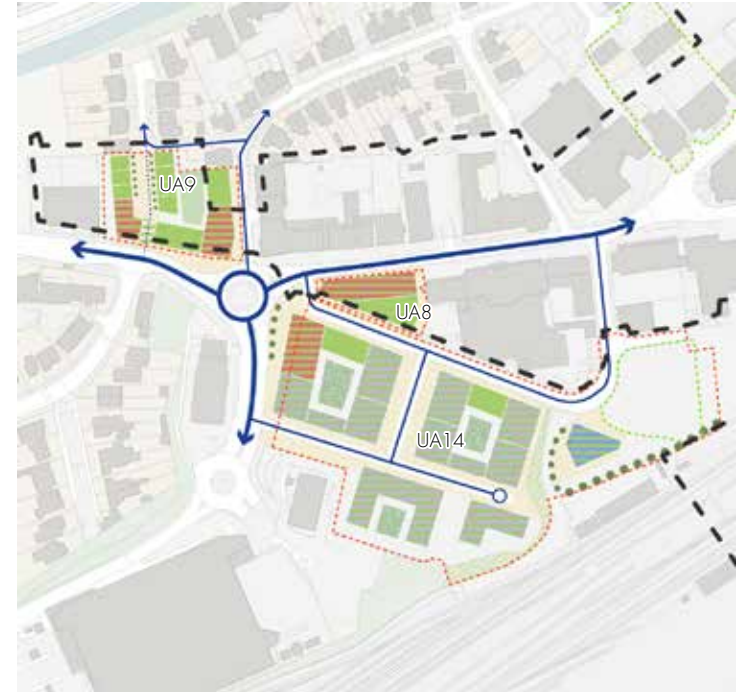
- Proposed building lines within UA9 should follow the existing housing to create a domestic street scale
- Mixed-use, mid-rise perimeter blocks of various sizes are appropriate within UA14 with opportunities for taller elements
- The scale of developments may increase to the east to respond to the emerging tall building cluster along Victoria Way

Public realm and movement

- The quality of the public realm along Goldsworth Road should be improved to encourage east-west pedestrian movement
- The quality of the public realm within the industrial estate should be improved to accommodate residential and other non-industrial uses
- Tree planting and soft landscaping should be provided on all sites where appropriate

Relationship to surroundings

- Active frontages should be provided along the perimeter of the site
- Residential frontages should be sufficiently set back from sensitive edges such as the railways to protect the amenity of new homes
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

UA14 POOLE ROAD INDUSTRIAL ESTATE, HIF12

	Block A						Block B						Block C													
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5									
25h																										
24h																										
23rd																										
22nd																										
21st																										
20h																										
19h																										
18h																										
17h																										
16h																										
15h																										
14h																										
13h																										
12h																										
11h																										
10h																										
9h																										
8h																										
7h																	385									
6h																	385									
5h	547		491				443		397								385									
4h	547		491				443		397			368		268			385									
3rd	547	299	491	388		391	443	241	397	387				268			385									
2nd	547	299	491	388		391	443	241	397	387				268	240		385									
1st	547	299	491	388	163	391	443	241	397	387	160			268	240		385									
Ground	547	299	491	388	163	391	443	241	397	387	160			268	240		385									
PROPOSED	Subtotal						Subtotal						Subtotal					TOTAL								
Residential (dwellings)						87												GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH		
Residential Upper (GEA)						8,587												23,197	249,690	232	28,820	1.56	1.85	149		
Residential Ground (GEA)						149.5																				
Business (GEA)						1,433												5,076	54,638							
Industrial (GEA)						-												-	-							
Retail / F&B (GEA)						547												547	5,888							
Community / leisure						-												-	-							
Parking						-												-	-							

Residential

- Potential dwellings 232
- Density (dph) 149
- Density (FAR) 1.85

Non-residential

- Business (sqm GEA) 5,076
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 547
- Industrial N/A

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
23,197	249,690	232	28,820	1.56	1.85	149
5,076	54,638					
-	-					
547	5,888					
-	-					
-	-					

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

UA8 FORMER GOLDSWORTH ROAD ARMS

	Block A	
	1	2
25th		
24th		
23rd		
22nd		
21st		
20th		
19th		
18th		
17th		
16th		
15th		
14th		
13th		
12th		
11th		
10th		
9th		
8th		
7th		
6th		
5th	572	
4th	572	
3rd	572	
2nd	572	
1st	572	388
Ground	572	388

Residential

- Potential dwellings 34
- Density (dph) 287
- Density (FAR) 3.35

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 572
- Industrial N/A

PROPOSED	Subtotal	TOTAL						
		GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
Residential (dwellings)	34	3,442	37,049	34	4,014	0.12	3.35	287
Residential Upper (GEA)	3,248							
Residential Ground (GEA)	194							
Business (GEA)	-	-	-					
Industrial (GEA)	-	-	-					
Retail / F&B (GEA)	572	572	6,157					
Community / leisure	-	-	-					
Parking	-	-	-					

UA9 113-129 GOLDSWORTH ROAD

	Block A					
	1	2	3	4	5	6
25th						
24th						
23rd						
22nd						
21st						
20th						
19th						
18th						
17th						
16th						
15th						
14th						
13th						
12th						
11th						
10th						
9th						
8th						
7th						
6th						
5th				381		
4th				381		
3rd			231	381	382	238
2nd			231	381	382	238
1st	225	314	231	381	382	238
Ground	225	314	231	381	296	238

Residential

- Potential dwellings 55
- Density (dph) 173
- Density (FAR) 1.92

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 619
- Industrial N/A

PROPOSED	Subtotal
Residential (dwellings)	55
Residential Upper (GEA)	4,997
Residential Ground (GEA)	533
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	619
Community / leisure	-
Parking	-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
5,530	59,524	55	6,149	0.32	1.92	173
-	-	-	-	-	-	-
619	6,663	-	-	-	-	-
-	-	-	-	-	-	-

GOLDSWORTH ROAD CLUSTER

GOLDSWORTH ROAD CLUSTER

Site overview

- The cluster of sites consists of UA10 MVA House, HIF8 / UA11 1-7 Victoria Way, HIF8 / UA13 30-32 Goldsworth Road, HIF8 / HIF13 Church Gate
- Within the Goldsworth Road character area
- The prevailing height is 6.7 storeys
- The tall building threshold for this area is 10 storeys
- The sites sit at the eastern end of Goldsworth Road, bound by Church Street West to the north and Victoria Way to the east. The sites are situated at an important point within the town where new developments are creating a cluster of tall buildings.
- Finer grain is present to the west of the sites where 2 to 3 storey residential areas and low-rise industrial units are situated.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

EXISTING CONDITION

Issues and opportunities

- Within and adjacent to the emerging tall building cluster
- Lack of quality pedestrianised links across Victoria Way to the town centre
- Sensitive residential frontages overlooking the sites

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

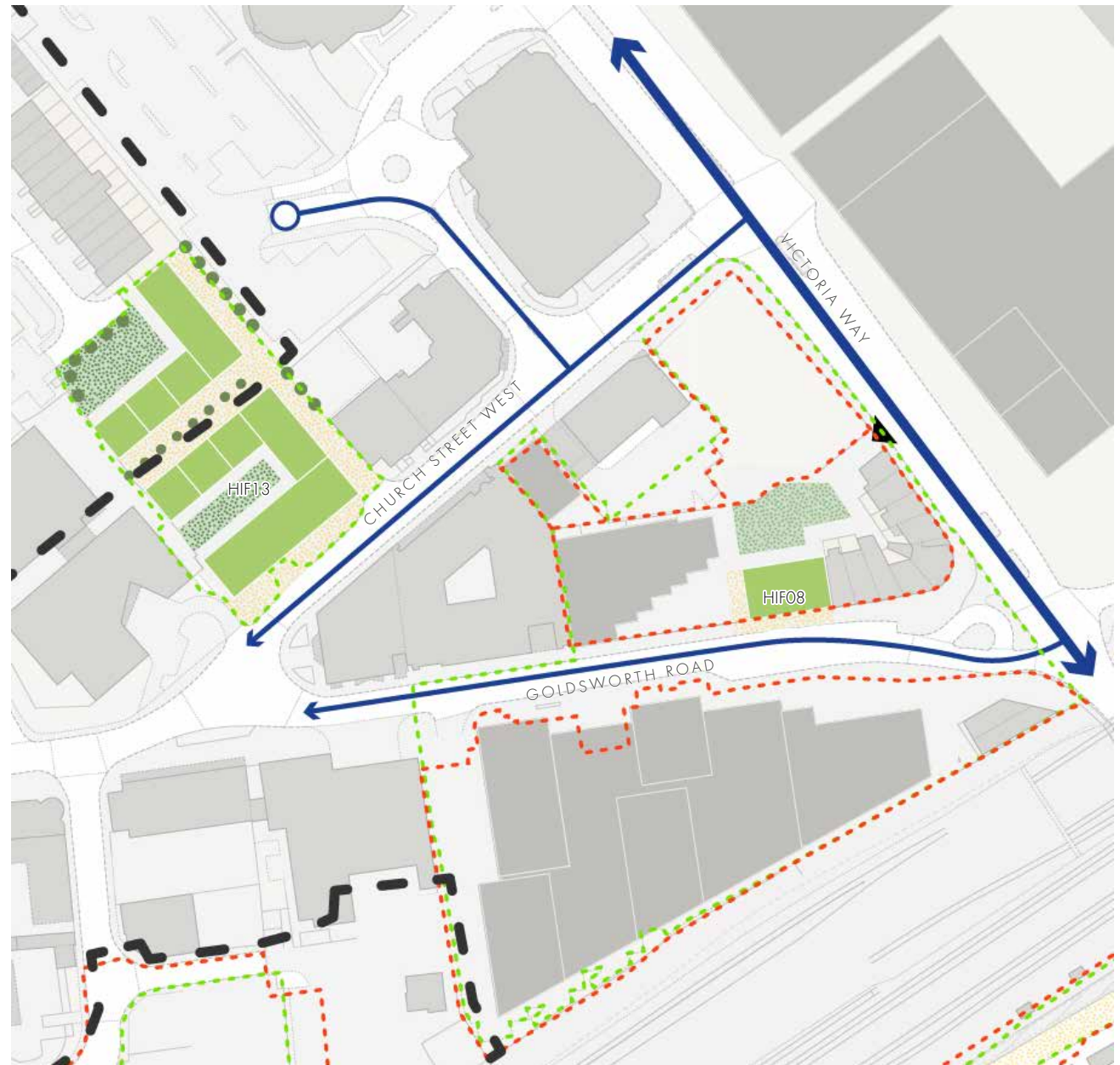


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Vehicular access to HIF 13 should be provided from a new connection between Forge End with and Vale Farm Road
- Residential entrances and improved pedestrian access between this new connection and Goldsworth Road should be provided
- Vehicular access to HIF08 should remain from Goldsworth Road
- Minimal parking should be provided due to the proximity of the station and bus stops

Land uses

- Both HIF13 and HIF08 are suited to pure residential developments

Form of development

- The infill development for site HIF08 should work sensitively around existing parade
- Low to mid-rise linear apartment blocks and mews houses are appropriate for HIF13
- New homes within HIF13 create better front-to-front relationships with existing homes
- A small infill development of mid-rise dual aspect apartments is appropriate for HIF08

Public realm and movement

- The quality of the public realm along Church Street West and Goldsworth Road should be improved to encourage east-west pedestrian movement
- The quality of the public realm towards the hinterland of HIF13 should be improved to make the residential environment more attractive
- Tree planting and soft landscaping should be provided along new internal streets within HIF 13
- There is potential to create private courtyard for residents towards the north of HIF08

Relationship to surroundings

- The existing parade on the south east corner of the site should be retained for its townscape character
- Active frontages should be provided along the perimeter and within internal streets of both sites
- Building lines should be sufficiently set back from existing residential frontages to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

CHURCH GATE, HIF13

	Block A				
	1	2	3	4	5
25th					
24th					
23rd					
22nd					
21st					
20th					
19th					
18th					
17th					
16th					
15th					
14th					
13th					
12th					
11th					
10th					
9th					
8th					
7th					
6th					
5th					
4th					
3rd					480
2nd	300			224	480
1st	300	300	300	224	480
Ground	300	300	300	224	480

Residential

- Potential dwellings 39
- Density (dph) 105
- Density (FAR) 1.05

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED	Subtotal
Residential (dwellings)	39
Residential Upper (GEA)	3,088
Residential Ground (GEA)	802
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	-
Parking	-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
3,890	41,872	39	3,890	0.37	1.05	105
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

CHURCH UA11 1-7 VICTORIA WAY, HIF8

Block A	
	1
25th	
24th	
23rd	
22nd	
21st	
20th	
19th	
18th	
17th	
16th	
15th	
14th	
13th	
12th	
11th	
10th	
9th	
8th	
7th	
6th	
5th	
4th	
3rd	253
2nd	253
1st	253
Ground	253

Residential

- Potential dwellings 9
- Density (dph) 30
- Density (FAR) 0.3

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED	Subtotal	TOTAL						
		GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
Residential (dwellings)	9	886	9,531	9	886	0.30	0.30	30
Residential Upper (GEA)	759							
Residential Ground (GEA)	127							
Business (GEA)	-	-	-					
Industrial (GEA)	-	-	-					
Retail / F&B (GEA)	-	-	-					
Community / leisure	-	-	-					
Parking	-	-	-					

UA15 THE BIG APPLE, HIF11 / UA16 CHERTSEY HOUSE

UA15 THE BIG APPLE, HIF11 / UA16 CHERTSEY HOUSE

Site overview

- Within the Church Street and Chertsey Road character areas
- The prevailing heights are 3.7 and 4.8 storeys respectively
- The tall building threshold for this area are 6 and 7 storeys respectively
- The two sites lie at a key approach to the town centre with Chertsey Road sitting between them; acting as an arterial road toward the conservation area and High Street.
- The character differs across the sites with UA15 being composed of a mixed use, impenetrable block with blank edges along its north edge on Church Street East. Green public space is provided by the Chertsey Road roundabout.
- UA16 contains a singular low rise office building.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

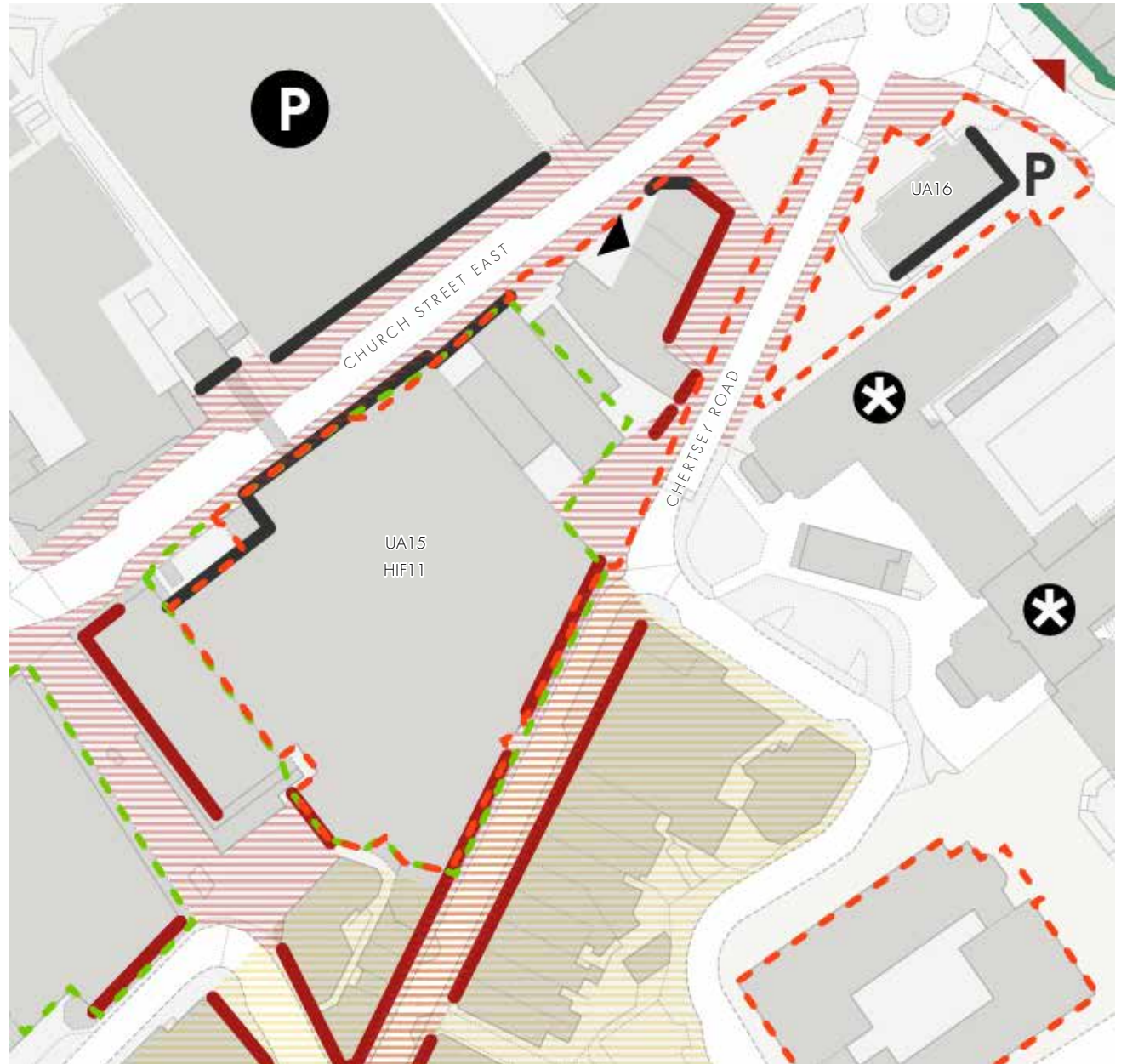
EXISTING CONDITION

Issues and opportunities

- Sits adjacent to a conservation area
- In need of public realm improvement
- Provides poor frontages along the northern edge, blank frontages
- Bulky and impenetrable block comprising of some vacant units
- Sits at a key approach to the town centre
- Overlooked by a tall building from the south (UA16)
- Sits at a key approach to the town centre

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

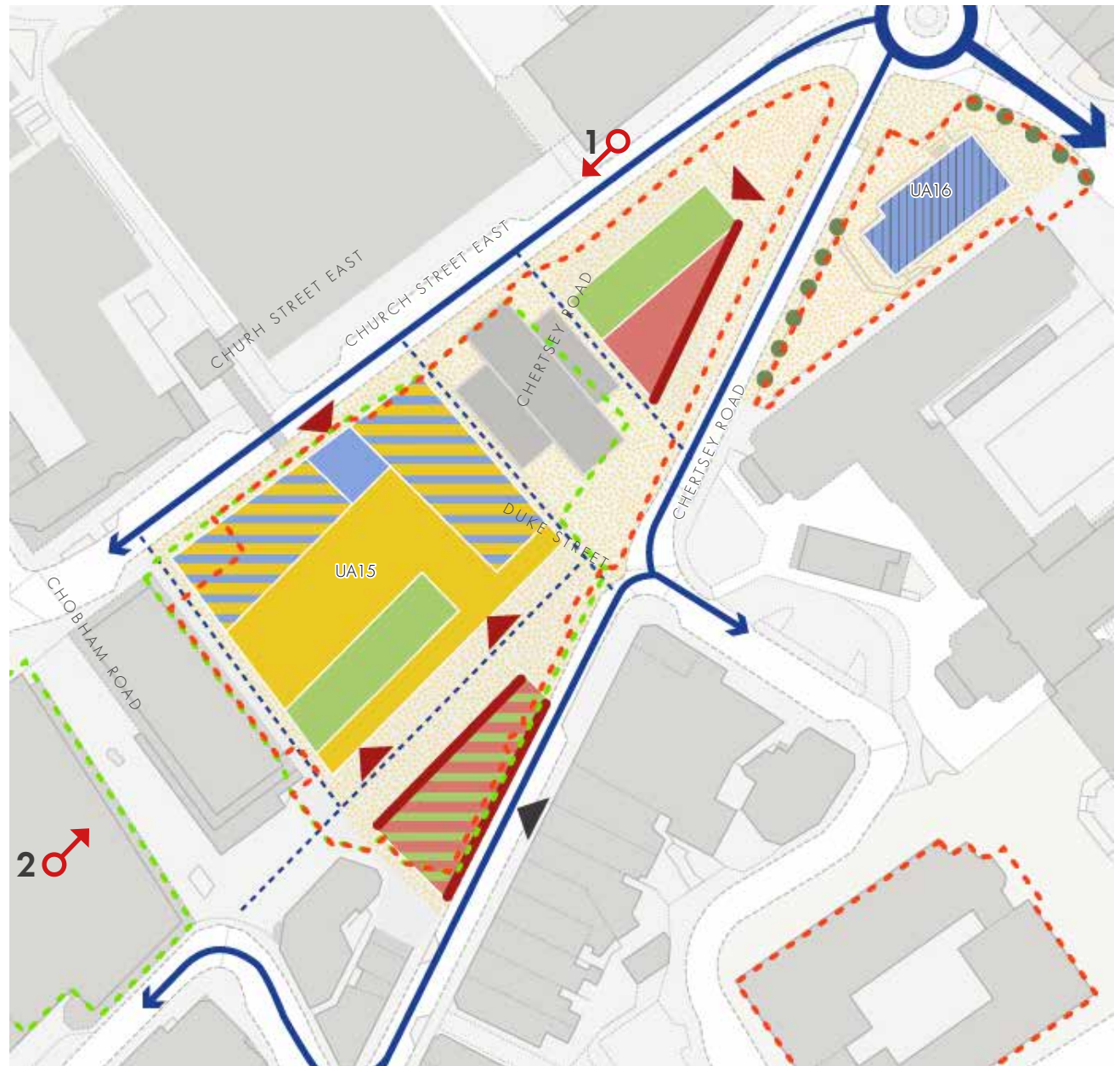


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access for UA15 should be provided from Chertsey Road and the new extension of Commercial Way
- Residential lobbies should be intersped among commercial and leisure uses at ground floor
- Offices should be accessed from Church Street East (UA15) and from Stanley Road (UA16)
- Minimal parking should be provided due to the proximity to the town centre, bus routes and station
- Improved permeability should be provided to repair and improve pedestrian routes and create more active frontages within the larger urban block, especially as a continuation of Commercial Way

Land uses

- Community uses should be retained on site UA15
- Residential uses should be accommodated on upper floors
- Site UA16 is suited to pure office uses

Form of development

- A mixed-use perimeter blocks with mid-rise buildings is appropriate at the western end of UA15.
- A taller building is appropriate towards the northeastern tip of UA15 to mark the key town centre approach

Public realm and movement

- Improvements to the quality of the public realm along Church Street East and Chertsey Road will be required as part of the development.
- Building lines should be set back to create wider pavements offering better east-west pedestrian movement.
- Tree planting and soft landscaping should be provided on site where appropriate

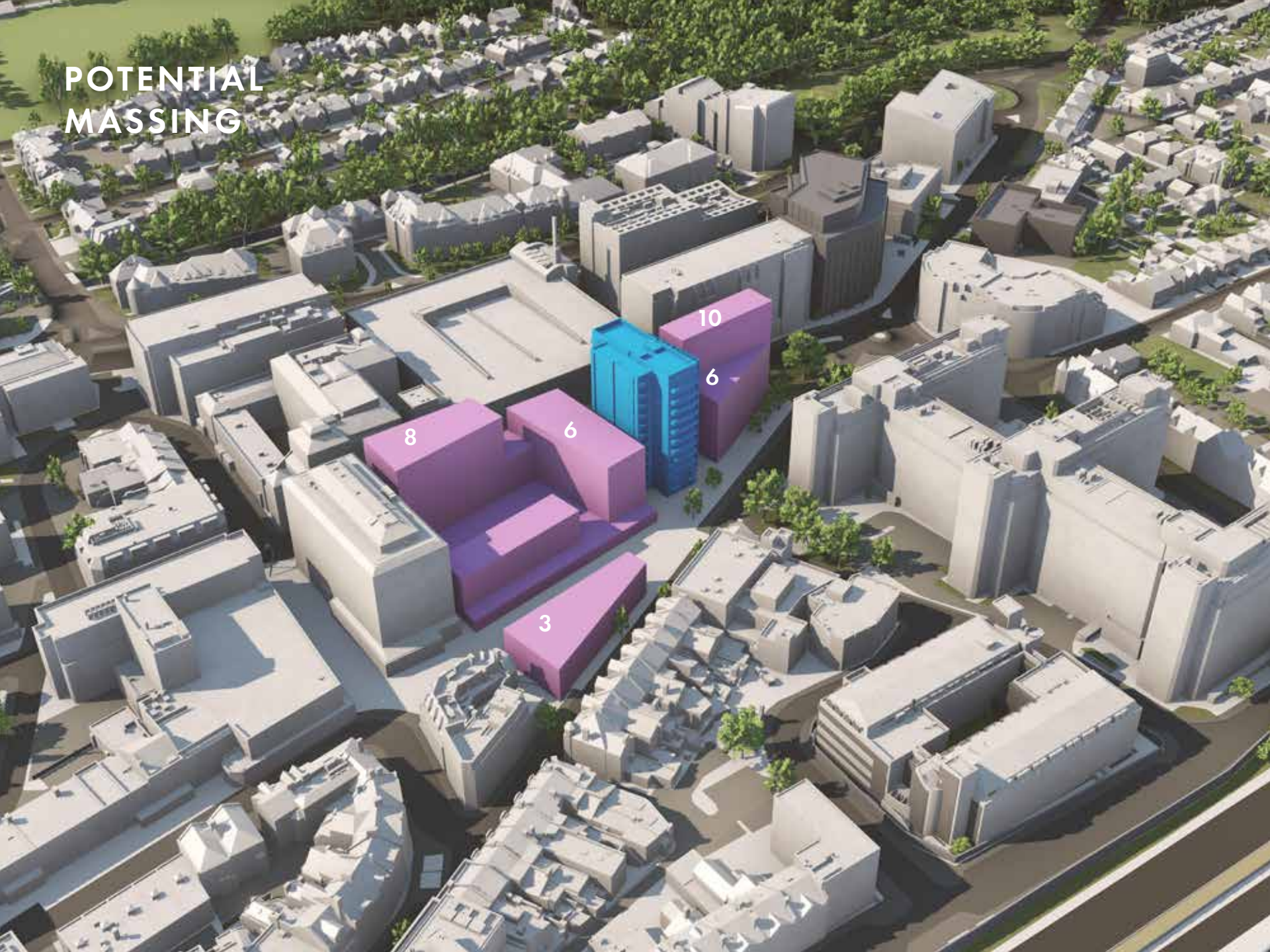
Relationship to surroundings

- The historic street pattern should be reinstated by extending Commercial Way eastwards through UA15
- New north-south pedestrian connections extending from Duke Street through UA15 are encouraged
- Active frontages should be provided along the perimeter of both sites
- Building lines should be sufficiently set back from existing residential frontages to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



8

6

3

6

10

CAPACITIES

UA15 THE BIG APPLE, HIF11

	Block A		Block B					Block C
	1	2	1	2	3	4	5	1
25th								
24th								
23rd								
22nd								
21st								
20th								
19th								
18th								
17th								
16th								
15th								
14th								
13th								
12th								
11th								
10th								
9th	323							
8th	323							
7th	323		475					
6th	323		475					
5th	323	249	475		550			
4th	323	249	475		550			
3rd	323	249	475	115	550			505
2nd	323	249	475	115	550		370	505
1st	323	249	475	115	550		370	505
Ground	323	249	475	115	550	1,200	370	505

PROPOSED	Subtotal	Subtotal	Subtotal	TOTAL						
				GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
Residential (dwellings)	43	9	15	6,754	72,694	68	16,268	0.69	2.36	98
Residential Upper (GEA)	4,152	740	1,515							
Residential Ground (GEA)	162	185	-							
Business (GEA)	-	6,535	-	6,535	70,342					
Industrial (GEA)	-	-	-	-	-					
Retail / F&B (GEA)	249	-	505	754	8,116					
Community / leisure	-	2,225	-	2,225	23,950					
Parking	-	-	-	-	-					

Residential

- Potential dwellings 69
- Density (dph) 98
- Density (FAR) 2.36

Non-residential

- Business (sqm GEA) 6,535
- Community (sqm GEA) 2,225
- Retail/F&B (sqm GEA) 754
- Industrial N/A

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

UA16 CHERTSEY HOUSE

	Block A
	1
25th	
24th	
23rd	
22nd	
21st	
20th	
19th	
18th	
17th	
16th	
15th	
14th	
13th	
12th	
11th	
10th	
9th	
8th	
7th	
6th	
5th	
4th	
3rd	325
2nd	325
1st	325
Ground	325

Residential

- Potential dwellings N/A
- Density (dph) N/A
- Density (FAR) N/A

Non-residential

- Business (sqm GEA) 1,300
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

PROPOSED	Subtotal	TOTAL						
		GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
Residential (dwellings)	-	-	-	-	1,300	0.12	1.08	-
Residential Upper (GEA)	-							
Residential Ground (GEA)	0							
Business (GEA)	1,300	1,300	13,993					
Industrial (GEA)	-	-	-					
Retail / F&B (GEA)	-	-	-					
Community / leisure	-	-	-					
Parking	-	-	-					

CHOBHAM ROAD CLUSTER

CHOBHAM ROAD CLUSTER

Site overview

- The cluster is comprised of UA17 Griffin House, HIF10 / UA18 Concord House, HIF10 / HIF 9 BHS / Windfall Chobham Road site (W1).
- Within the Church Street and Chertsey Road character areas
- The prevailing height is 3.7 storeys
- The tall building threshold for this area is 6 storeys
- The three sites sit at the northern approach to the town centre, at the intersection of Chobham Road and Church Street East.
- The sites primarily consist of low-rise office buildings with a small section of finer grain at the northern apex of the windfall site (W).



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

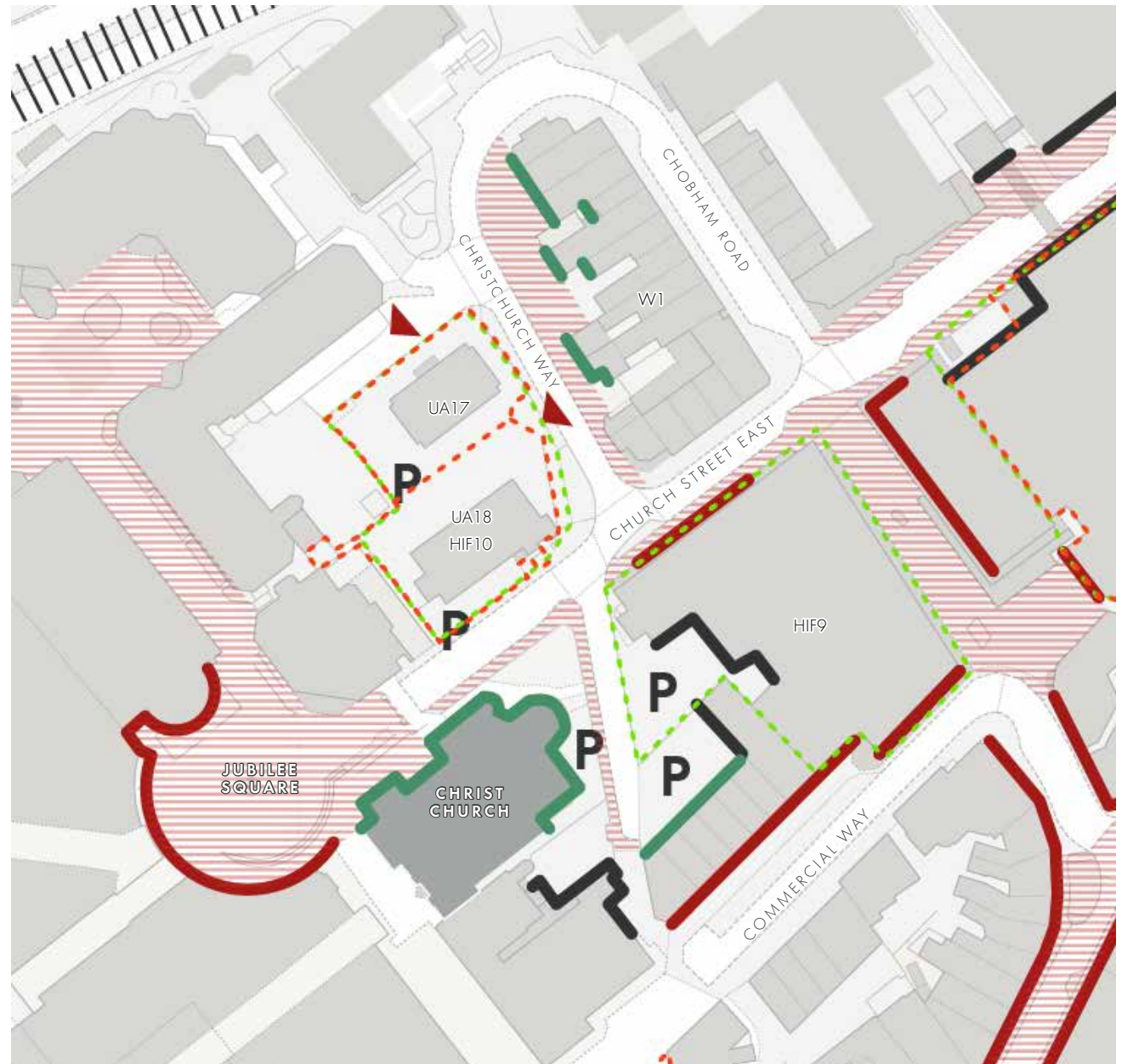
EXISTING CONDITION

Issues and opportunities

- Sensitive location due to the church sitting adjacent to the site
- Sensitive edges to the rear of the parade of shops along Chobham Road
- Sites create poor public spaces with lack of active frontages
- At the northern approach to the town centre, desire line to the station is awkward and obstructed

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)



SUITABILITY/SENSITIVITY



Composite suitability

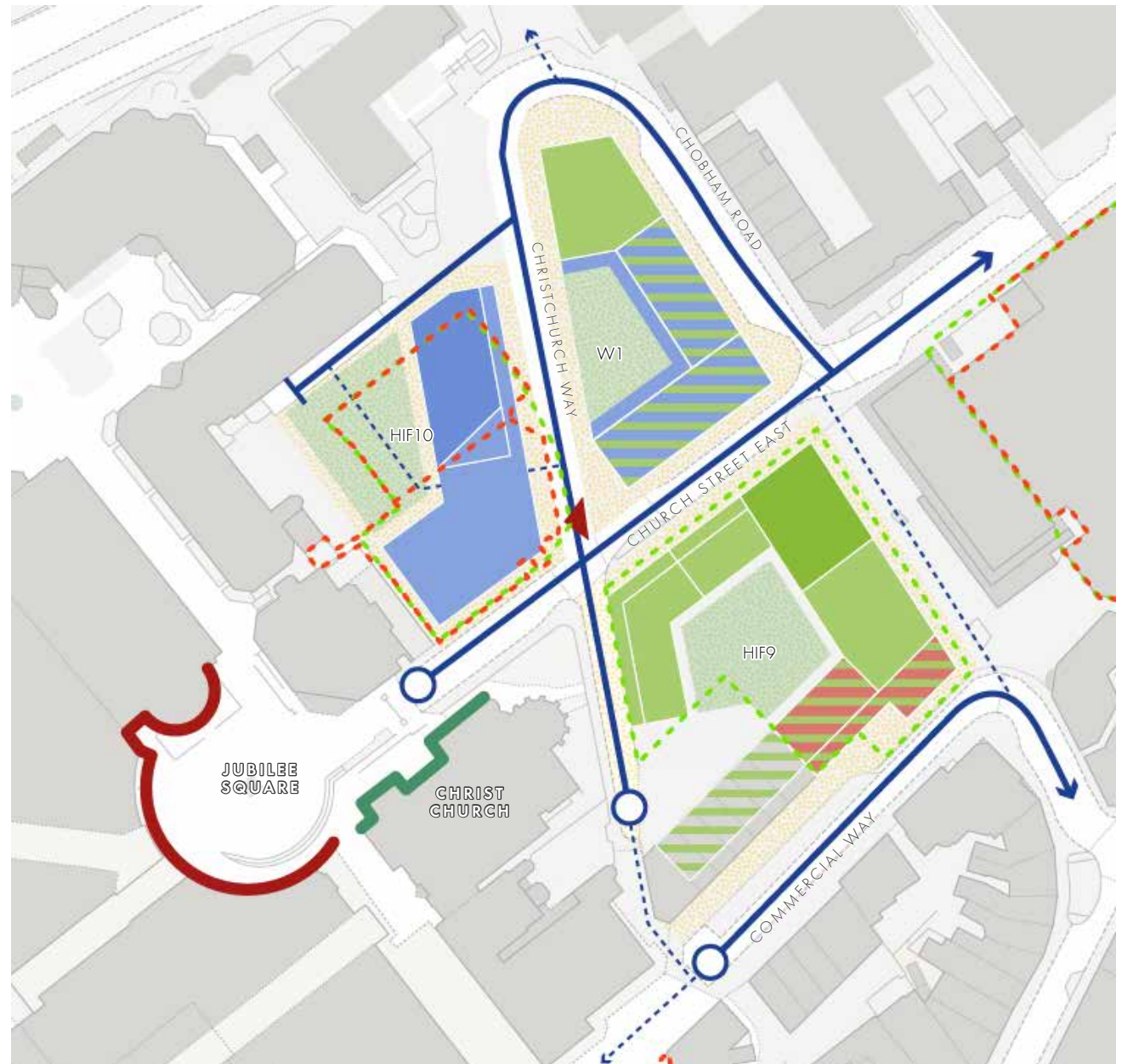


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access for offices on HIF10 should be from West Street
- Servicing access for shops on HIF9 should be from Commercial Way
- Vehicular access should be retained along Church Street East and Christchurch Way
- Residential lobbies on W1 should be interspersed among offices uses at ground floor
- Offices on HIF10 and W1 should be accessed from Church Street East

Land uses

- Site HIF9 is suited to residential development with some retail at ground floor reinforcing the existing parade along Commercial Way
- Site HIF9 should accommodate mostly office space at ground floor and residential uses on upper floors
- Site HIF10 is suited to pure office uses

Form of development

- An L-shaped linear office building is appropriate on HIF10 which would complete the existing urban block
- A C-shaped block is appropriate on W1 wrapping around a private courtyard at podium level
- The northern point of W1 is suited to taller development in order to mark the prominent approach into the town centre from the north

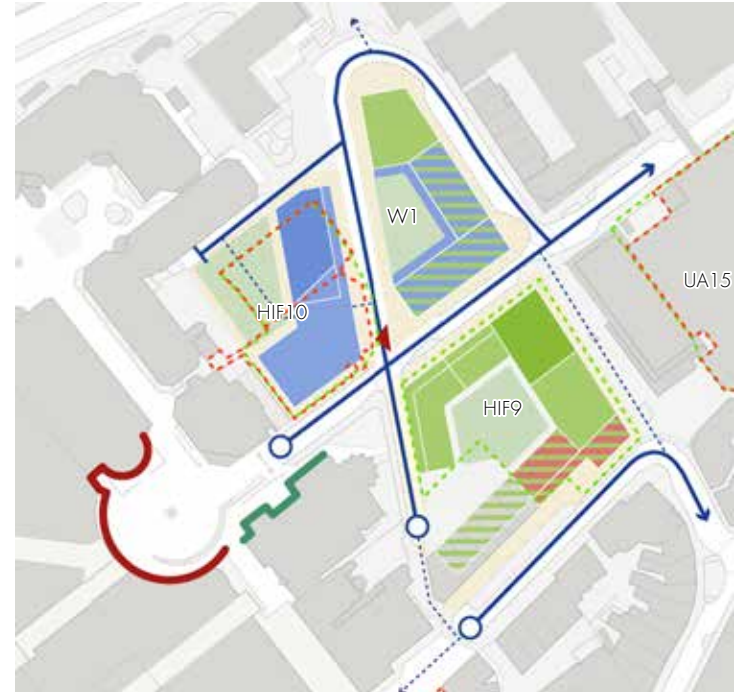
- A perimeter courtyard block is appropriate on HIF9 wrapping around the existing parade of shops along Commercial Way which could be extended upwards.

Public realm and movement

- Improvements to the quality of the public realm along Church Street East and Commercial Way will be required as part of the development
- Proposals should follow existing building lines to create a continuous frontage on already well-proportioned streets
- Tree planting and soft landscaping should be provided on site where appropriate
- All sites present opportunities to create private courtyards in whether raised (W1) or at grade (HIF9/10)

Relationship to surroundings

- The historic street pattern should be reinstated by realigning Christchurch Way to create a more direct pedestrian connection between Victoria Way and Woking station via the Christ Church
- The extension of Commercial Way eastwards through UA15 is encouraged
- Active frontages should be provided along the perimeter of all three sites
- Building lines should be sufficiently set back from existing residential frontages to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

BHS, HIF9

	Block A								
	1	2	3	4	5	6	7	8	9
25th									
24th									
23rd									
22nd									
21st									
20th									
19th									
18th									
17th									
16th									
15th									
14th									
13th									
12th									
11th									
10th									
9th									
8th					415				
7th					415				
6th					415	428			
5th				157	415	428			
4th				157	415	428			
3rd		295	54	157	415	428		206	
2nd		295	54	157	415	428		206	332
1st	120	295	54	157	415	428		206	
Ground	120	295	54	157	415	428	188	206	

PROPOSED	Subtotal
Residential (dwellings)	95
Residential Upper (GEA)	8,790
Residential Ground (GEA)	734.5
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	394
Community / leisure	-
Parking	-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
9,525	102,521	95	9,919	0.30	3.31	317
-	-	-	-	-	-	-
-	-	-	-	-	-	-
394	4,241	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

Residential

- Potential dwellings 95
- Density (dph) 317
- Density (FAR) 3.31

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 394
- Industrial N/A

UA17 GRIFFIN HOUSE, HIF10 / UA18 CONCORD HOUSE, HIF10 / WINDFALL CHOBHAM ROAD SITE (W1).

	Block A			Block B			
	1	2	3	1	2	3	4
25th							
24th							
23rd							
22nd							
21st							
20th							
19th							
18th							
17th							
16th							
15th							
14th							
13th							
12th							
11th							
10th							
9th				414			
8th				414			
7th				414			
6th	424			414			
5th	424			414			
4th	424	75		414			
3rd	424	75		414	337		
2nd	424	75	751	414	337	437	
1st	424	75	751	414	337	437	
Ground	424	75	751	414	337	437	562

PROPOSED	Subtotal			Subtotal			
Residential (dwellings)	-	-	-	-	-	-	58
Residential Upper (GEA)	-	-	-	-	-	-	5,611
Residential Ground (GEA)	-	-	-	-	-	-	207
Business (GEA)	-	5,596	-	-	1,336	-	1,336
Industrial (GEA)	-	-	-	-	-	-	-
Retail / F&B (GEA)	-	-	-	-	-	-	-
Community / leisure	-	-	-	-	-	-	-
Parking	-	-	-	-	-	-	-

Residential

- Potential dwellings 58
- Density (dph) 121
- Density (FAR) 3.19

Non-residential

- Business (sqm GEA) 6,932
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 394
- Industrial N/A

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
5,818	62,624	58	12,750	0.48	2.66	121
6,932	74,615					
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

UA31 STATION CAR PARK (EAST) / HIF2

UA31 STATION CAR PARK (EAST) / HIF2

Site overview

- Within the Station Approach character area
- The prevailing height is 3.8 storeys
- The tall building threshold for this area is 6 storeys
- The site is vast, spanning along the southern edge of the railway line. It's current use is primarily providing surface car parking for the station to the west, with a small office building abutting the railway.
- The site is enclosed to the south by a low rise residential area along Oriental Road, with the rears of all dwellings facing onto the site. An assisted living complex is located to the east.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

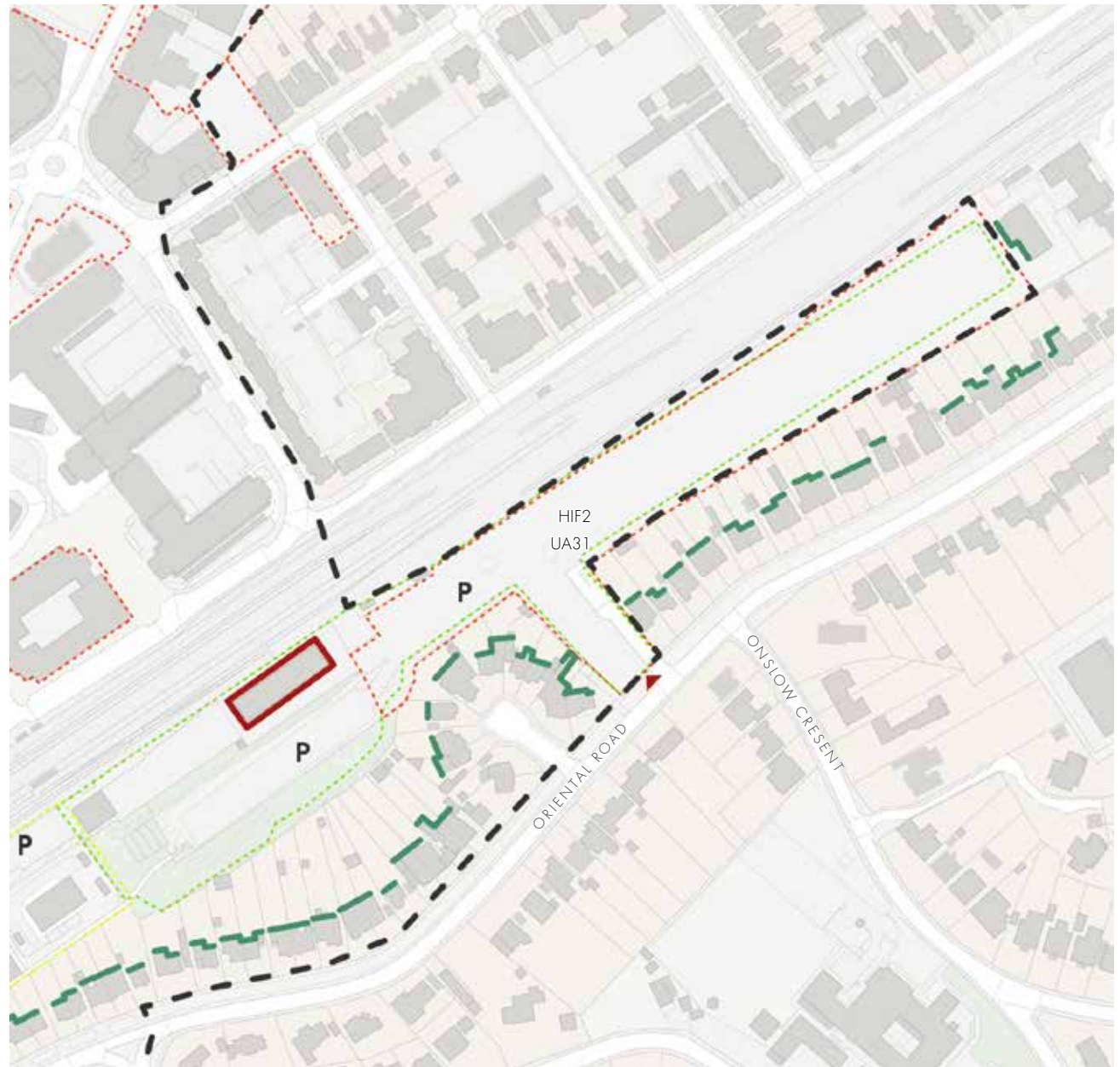
EXISTING CONDITION

Issues and opportunities

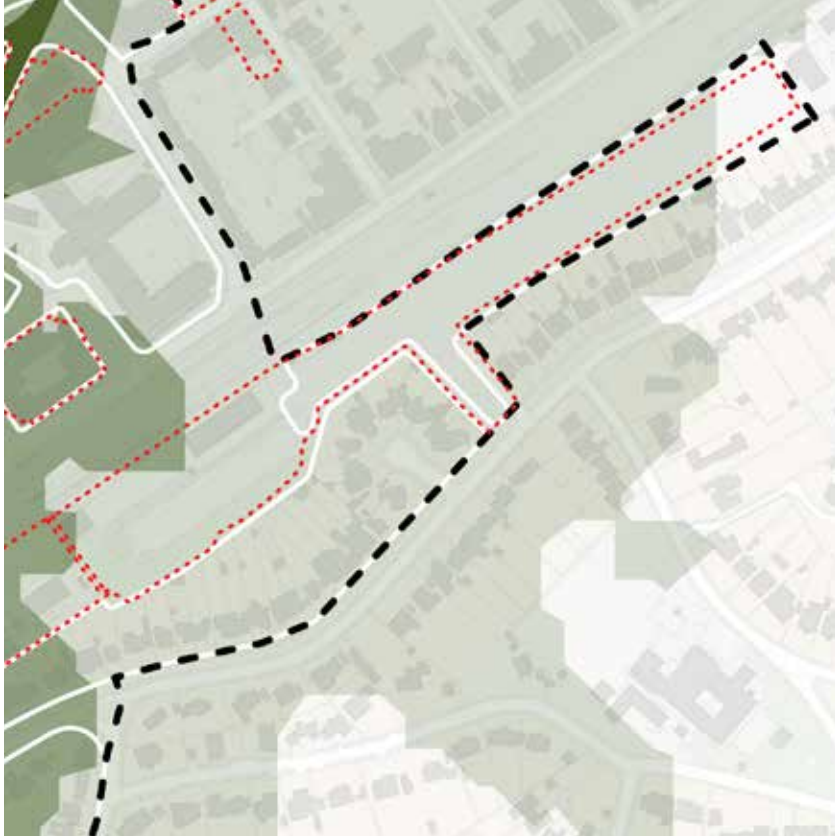
- Adjacent to the railway line
- Sensitive edges looking onto the site from the backs of the Oriental Road residential area
- Open site, currently surface car parking

Location plan

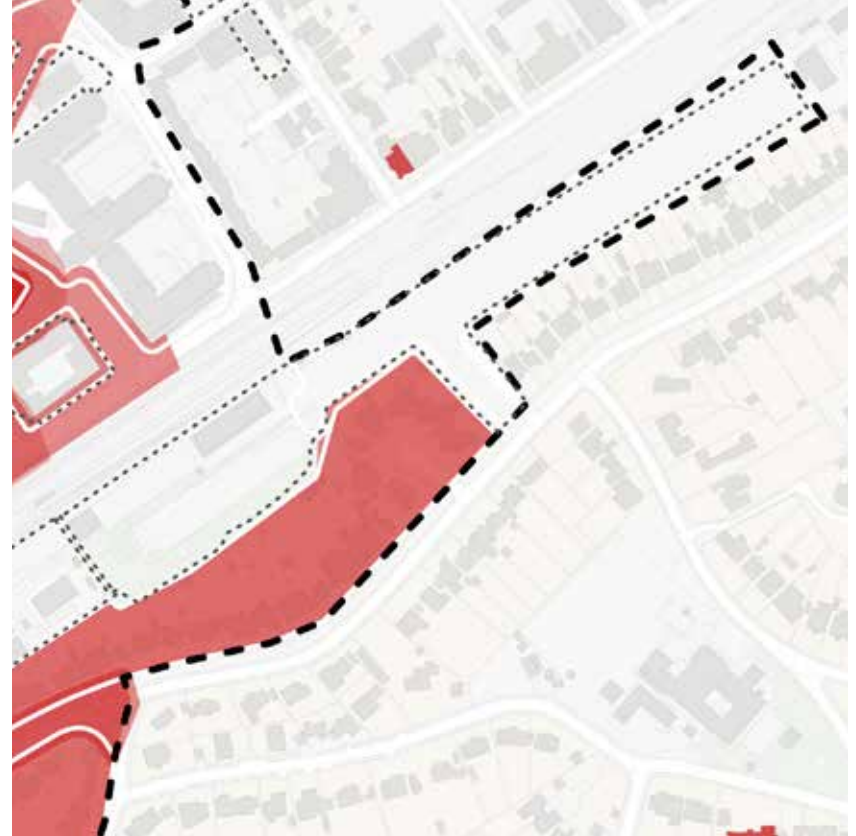
- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

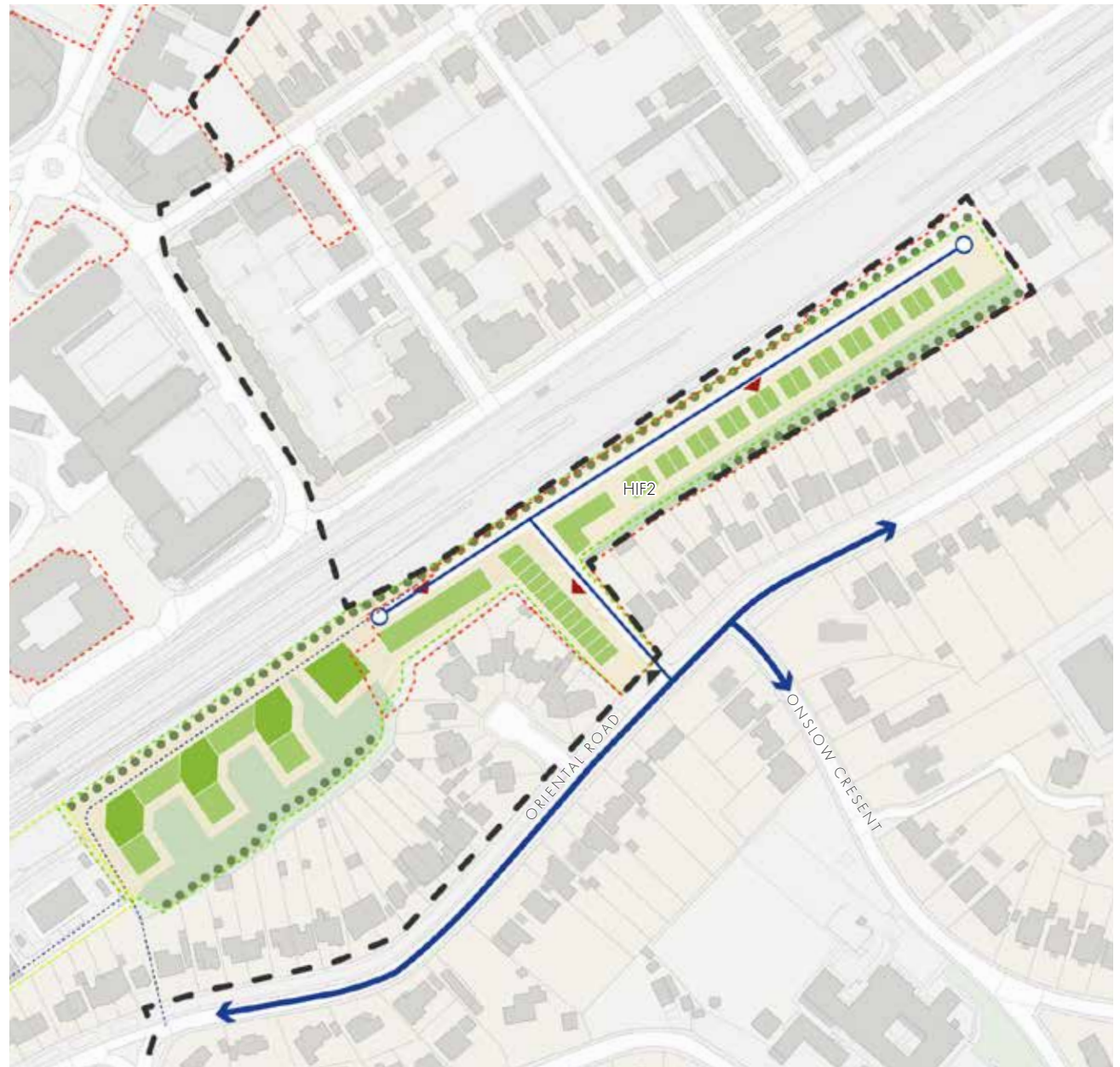


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Vehicular access should be provided along Oriental Road
- Minimal parking should be provided due to the proximity to the station
- Pedestrian access may be provided from multiple points off Oriental Road
- Future pedestrian access to/from the station parallel to the railway lines should be considered

Land uses

- Site HIF2 is suited to pure residential development

Form of development

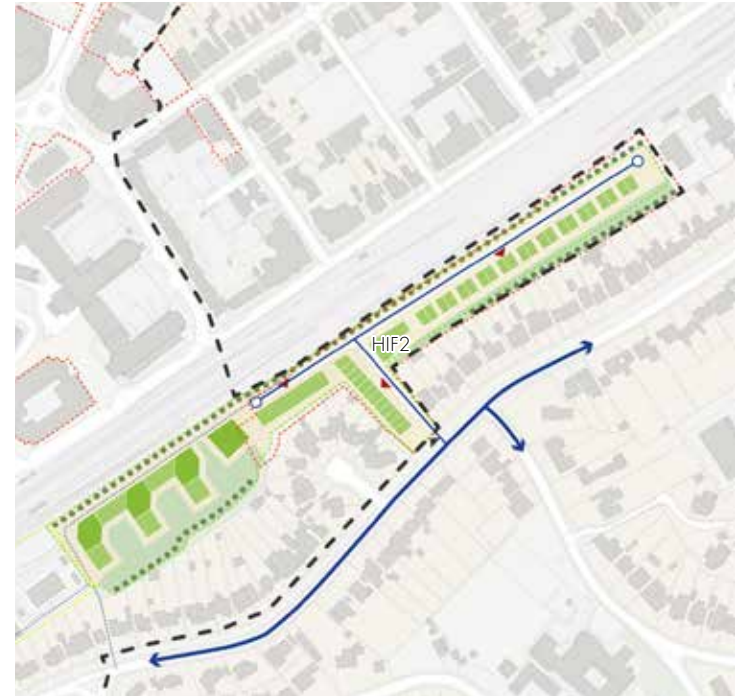
- Due to the length of the site, HIF2 may be subdivided into multiple sections, each with a different residential character
- Low to mid-rise linear blocks with dual aspect apartments are better suited to the east of the site
- Low to mid-rise mews houses and stacked maisonettes are better suited to the centre of the site which has a more compact and compromised geometry
- Taller buildings and courtyard blocks are better suited to the west
- Taller elements should be situated to the north of the perimeter blocks to limit overshadowing and provide better daylight
- The scale of buildings may rise towards the west as they approach the station

Public realm and movement

- Improvements to the quality of the public realm south of the railways will be required as part of the development
- Extensive tree planting and soft landscaping should be provided along the southern edge and across the length of the site
- Existing mature trees should be retained where possible, particularly towards the west
- The northern edge of the site is suited to shared pedestrian/vehicular space

Relationship to surroundings

- The car-dominated site should be transformed into a residential and pedestrian friendly environment
- There are opportunities to create better east-west movement to and from the station
- Building lines should be sufficiently set back from existing residential properties along Oriental Way to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

EX STATION CAR PARK, HIF2

	Block A												
	1	2	3	4	5	6	7	8	9	10	11	12	13
25th													
24th													
23rd													
22nd													
21st													
20th													
19th													
18th													
17th													
16th													
15th													
14th													
13th													
12th													
11th													
10th													
9th													
8th													
7th													
6th													
5th							276			276			276
4th							276			276			276
3rd		276			359		276	209		276	209		276
2nd	1,320	276		500	359		276	209		276	209		276
1st	1,320	276	611	500	359	166	276	209	166	276	209	166	276
Ground	1,320	276	611	500	359	166	276	209	166	276	209	166	276

PROPOSED	Subtotal													
Residential (dwellings)														145
Residential Upper (GEA)														12,048
Residential Ground (GEA)														2,405
Business (GEA)														-
Industrial (GEA)														-
Retail / F&B (GEA)														-
Community / leisure														-
Parking														-

Residential

- Potential dwellings 145
- Density (dph) 80
- Density (FAR) 0.8

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
14,453	155,571	145	14,453	1.80	0.80	80	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	

ORIENTAL ROAD CLUSTER

ORIENTAL ROAD CLUSTER

Site overview

- The cluster comprises of UA32 Royal Mail Depot, HIF1 / UA35 The Crescent, HIF6 / UA36 Somerset House, HIF6 / HIF5 Station Plaza / Station Sidings, (W2).
- Within the Station Approach character area
- The prevailing height is 3.8 storeys
- The tall building threshold for this area is 6 storeys
- The three sites are located in close proximity to the station, all ranging between 3 and 4 storeys; acting as a transitional area between the town centre and low rise residential areas so the east and south.
- UA32 is enclosed by a range of uses with a local parade of shops to the north, a hotel to the west and dwellings to the east and south.
- UA35 and UA36 sit along Heathside Crescent with surface parking provided to the rear. Both sites comprise of dwellings with the first being a supported residential development.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

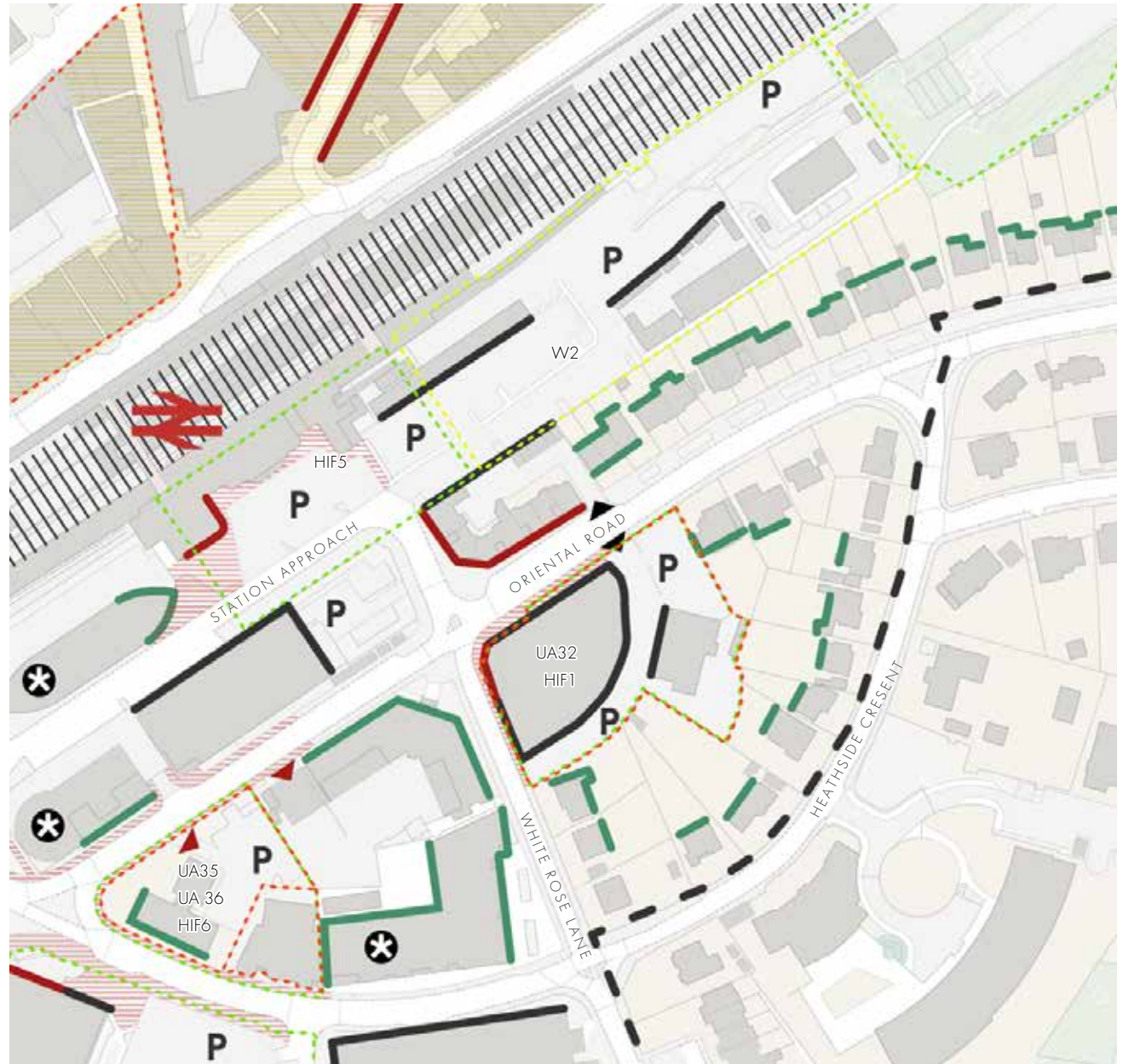
EXISTING CONDITION

Issues and opportunities

- Sites at an intersection of building scales, dealing with a large number of sensitive frontages
- Sites include large amounts of surface car parking for the station
- Sites adjacent to the railway, inflicting noise pollution upon the sites

Location plan

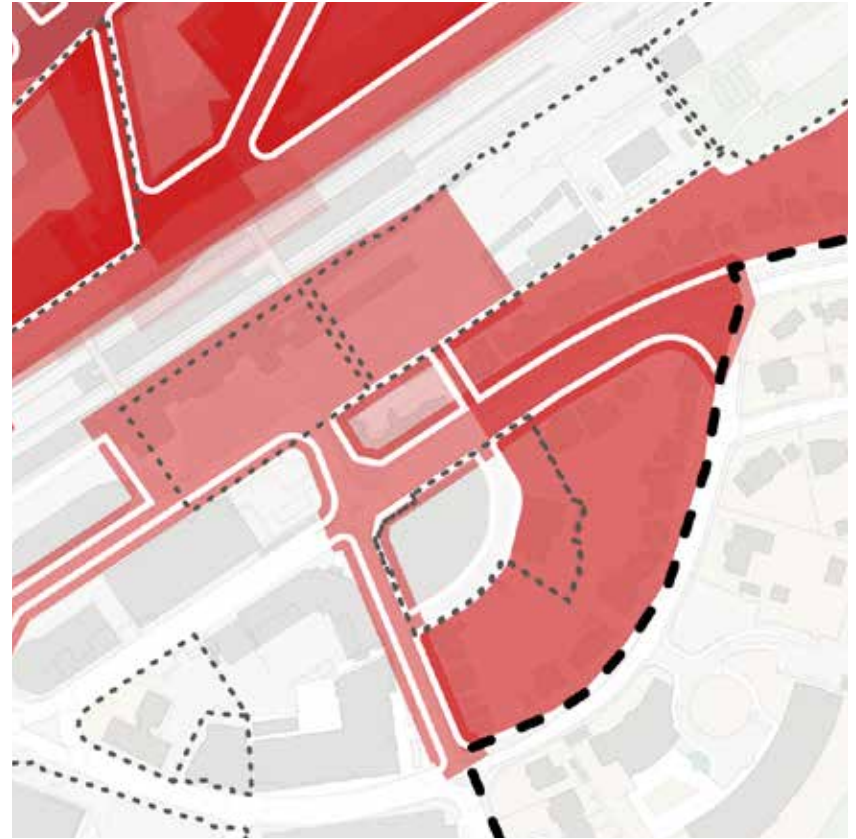
- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

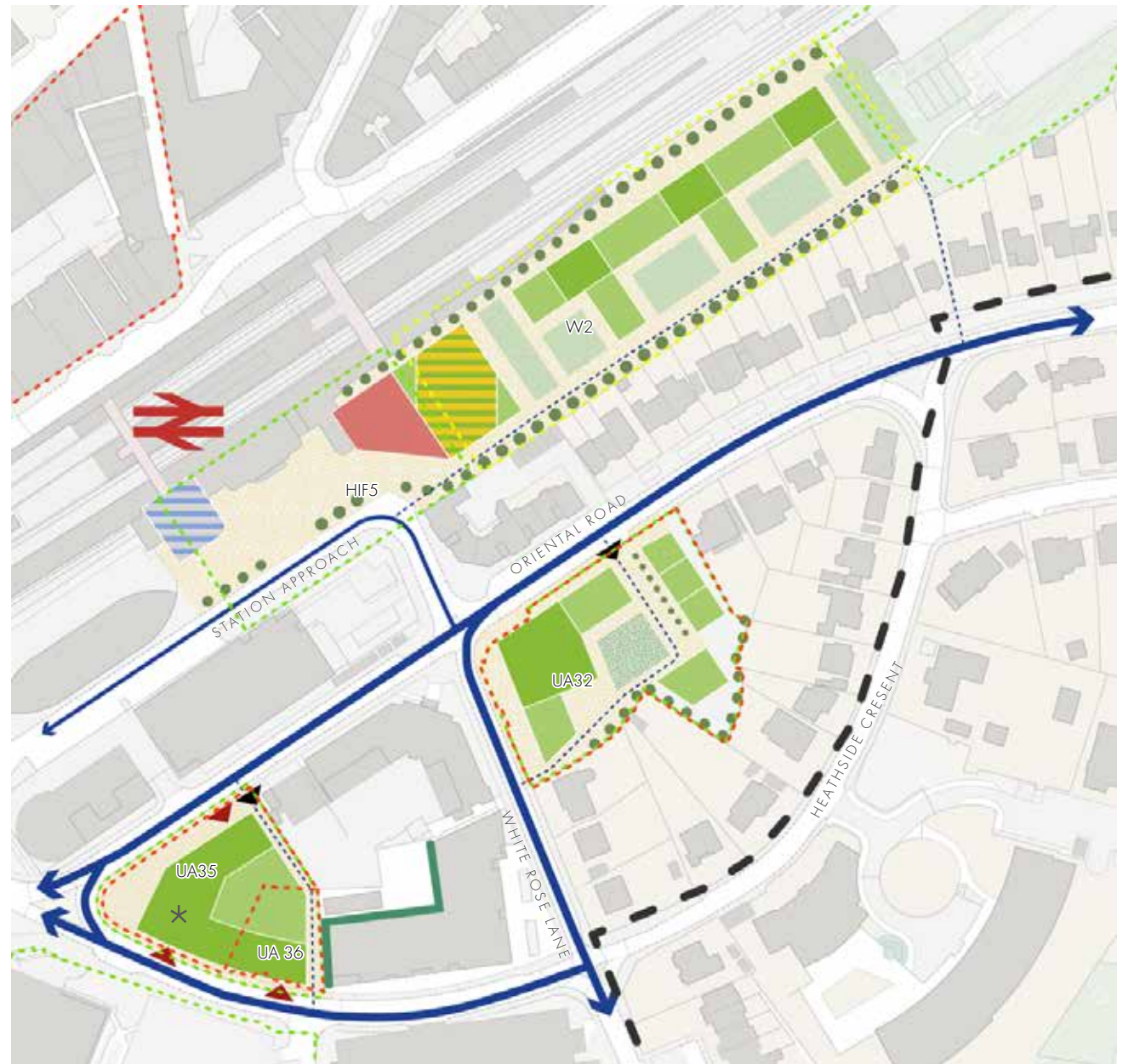


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Vehicular access for UA32/35/36 should be provided from Oriental Road and White Rose Lane
- Servicing access for HIF5 should be provided off Station Approach
- Make off-site provision of car parking to offset the loss of spaces serving the railway station as a result of the site's development. In general, however, ways should be sought to reduce the demand for car parking by encouraging the use of other modes of transport and car sharing
- Pedestrian access for W2 may be provided from Station Approach and multiple points off Oriental Road
- Future pedestrian access to/from the station parallel to the railway lines should be considered

Land uses

- Sites W2/ UA32/35/36 are suited to pure residential development
- HIF5 presents opportunities for a mixed use infill development of commercial, community and retail space at ground floor with residential above

Form of development

- Taller elements should be situated to the north and adjacent to the railway line to limit overshadowing of and provide better daylight to existing properties
- The scale of buildings may rise towards the west as they approach the station

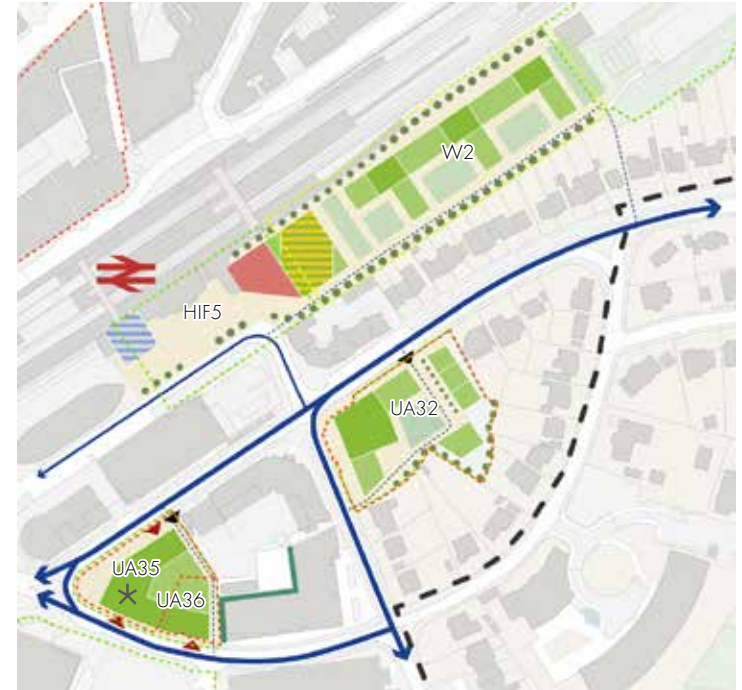
- Proposals for HIF5 should retain the original/distinctive station building and enhance it with minimal infill development or upwards extensions
- Developments for sites UA32/35/36 should seek to repair and complete existing blocks with C or L-shaped linear blocks consisting of mid-rise and taller elements to the north and lower elements to the south
- Private courtyards should be created as part of the developments for all sites
- Lower-scale mews housing would be appropriate towards the backlands of site UA32

Public realm and movement

- Improvements to the quality of the public realm south of the railways will be required as part of the development
- Extensive tree planting and soft landscaping should be provided across the length of W2 and around the new station square
- Car parking around the station should be consolidated and limited to the minimum

Relationship to surroundings

- A new station square and forecourt should be created in HIF5 with improved east-west movement to and from the station
- Building lines should be sufficiently set back from existing residential frontages along Oriental Way to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



- 1
- 2
- 3
- 4
- 5
- 6
- 8
- 8
- 15

CAPACITIES

UA32 ROYAL MAIL DEPOT, HIF1

	Block A				
	1	2	3	4	5
25th					
24th					
23rd					
22nd					
21st					
20th					
19th					
18th					
17th					
16th					
15th					
14th					
13th					
12th					
11th					
10th					
9th					
8th					
7th				531	
6th				531	
5th				531	
4th				531	
3rd				531	
2nd	291		178	531	218
1st	291	182	178	531	218
Ground	291	182	178	531	218

PROPOSED	Subtotal
Residential (dwellings)	60
Residential Upper (GEA)	5,273
Residential Ground (GEA)	700
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	-
Parking	-

Residential

- Potential dwellings 60
- Density (dph) 166
- Density (FAR) 1.66

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
5,973	64,293	60	5,973	0.36	1.66	166	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	

STATION PLAZA, HIF5

	Block A				
	1	2	3	4	5
25th					
24th					
23rd					
22nd					
21st					
20th					
19th					
18th					
17th					
16th					
15th					
14th					
13th					
12th					
11th					
10th					
9th					
8th					
7th	650				
6th	650				
5th	650				
4th	650				
3rd	650		58		
2nd	650		58		332
1st	650	58	58		332
Ground	650	58	58	457	

PROPOSED	Subtotal
Residential (dwellings)	48
Residential Upper (GEA)	4,782
Residential Ground (GEA)	58
Business (GEA)	664
Industrial (GEA)	-
Retail / F&B (GEA)	457
Community / leisure	650
Parking	-

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
4,840	52,097	48	6,611	0.37	1.79	131	
664	7,147						
-	-						
457	4,919						
650	6,997						
-	-						

Residential

- Potential dwellings 48
- Density (dph) 131
- Density (FAR) 1.79

Non-residential

- Business (sqm GEA) 664
- Community (sqm GEA) 650
- Retail/F&B (sqm GEA) 457
- Industrial N/A

WINDFALL SITE STATION SIDINGS, W2

	Block A									
	1	2	3				4	5	6	
25th										
24th										
23rd										
22nd										
21st										
20th										
19th										
18th										
17th										
16th										
15th										
14th										
13th										
12th										
11th										
10th										
9th										
8th										
7th										
6th										
5th										
4th		192			192			192		
3rd		192			192			192		
2nd		192	288		192	288		192	144	
1st	180	192	288	180	192	288	180	192	144	
Ground	180	192	288	180	192	288	180	192	144	

PROPOSED	Subtotal
Residential (dwellings)	52
Residential Upper (GEA)	4,284
Residential Ground (GEA)	918
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	-
Parking	-

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
5,202	55,994	52	5,202	0.70	0.74	74	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	

Residential

- Potential dwellings 52
- Density (dph) 74
- Density (FAR) 0.74

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

UA35 THE CRESENT, HIF6 / UA36 SOMERSET HOUSE, HIF6

	Block A						
	1	2	3	4	5	6	7
25th							
24th							
23rd							
22nd							
21st							
20th							
19th							
18th							
17th							
16th							
15th							
14th						314	
13th						314	
12th						314	
11th						314	
10th						314	
9th						314	
8th						314	79
7th						314	79
6th						314	79
5th					98	314	79
4th					98	314	79
3rd	205		280		98	314	79
2nd	205		280		98	314	79
1st	205		280	98	98	314	79
Ground	205	519	280	98	98	314	79

PROPOSED	Subtotal
Residential (dwellings)	79
Residential Upper (GEA)	7,071
Residential Ground (GEA)	797
Business (GEA)	-
Industrial (GEA)	-
Retail / F&B (GEA)	-
Community / leisure	-
Parking	-

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
7,868	84,685	79	7,868	0.29	2.71	271	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	

Residential

- Potential dwellings 79
- Density (dph) 271
- Density (FAR) 2.71

Non-residential

- Business (sqm GEA) N/A
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

COAL & AGGREGATES YARD / HIF 3

COAL & AGGREGATES YARD / HIF 3

Site overview

- Within the Victoria Way South character area
- The prevailing height is 3.8 storeys
- The tall building threshold for this area is 6 storeys
- This site sits adjacent to the railway line, located just west of where the new bridge widening scheme is set to happen.
- It sits at an intersection of development types with the site sitting between low rise residential areas to the south and the emerging tall building cluster sitting along Victoria Way to the north. Mid-rise residential blocks sit just east with an open aggregates yard to the west, where access should be retained.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

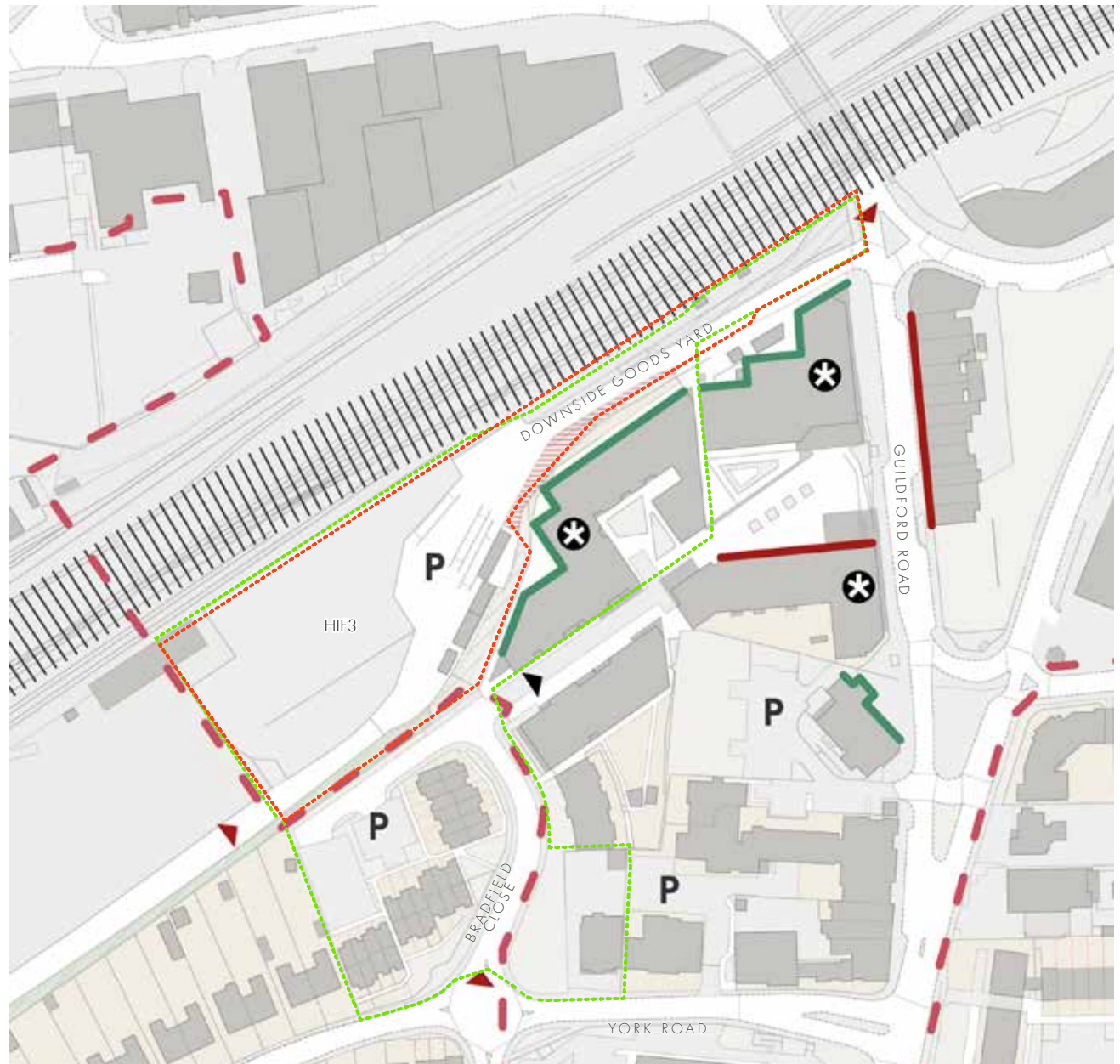
EXISTING CONDITION

Issues and opportunities

- Context ranges in scale
- Tall building cluster emerging across the railway
- The site is already cleared
- Sensitive residential edges face onto the site from the east and south

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

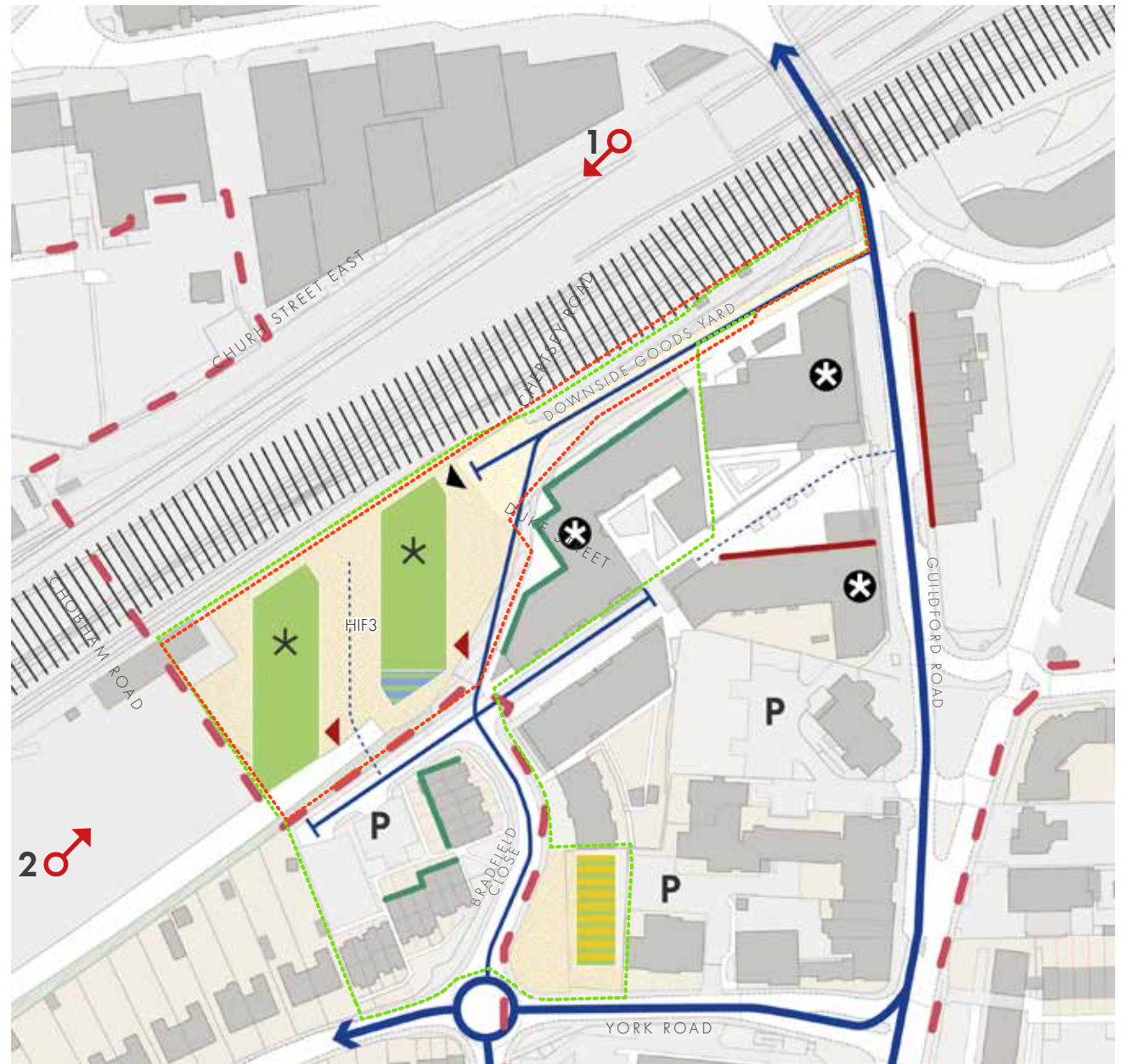


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- * Potential for taller building
- ⊗ Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Vehicular access should be provided from Bradfield Close and Downside Goods Yard
- These roads should be connected to allow for two-way movement
- Minimal parking should be provided due to the proximity to the station
- Pedestrian entrances should be provided from the extension of Waverley Court and Bradfield Close

Land uses

- The northern buildings should be almost entirely residential with some ground floor workspace provision
- The southern building may accommodate community uses at ground floor with residential above

Form of development

- Two parallel linear blocks can make efficient use of the awkward geometry of the site to the north
- Each block would consist of a mid-rise 'shoulder' element and a taller 'head' element
- Shoulder elements should be positioned to the south to reflect the lower scale of nearby buildings
- Taller elements should be situated to the north to limit overshadowing and provide better daylight
- Lower-scale dual aspect apartments would be

Public realm and movement

- Improvements to the quality of the public realm south of the railways will be required as part of the development
- There is potential to improve the street environment along Waverley Court and Downside Goods Yard
- Development should provide new, hard-landscaped amenity and play space for residents
- Tree planting and soft landscaping should be provided across northern and southern parts of the site
- Car parking around the station should be consolidated and limited to the minimum

Relationship to surroundings

- Active frontages should be provided along all street edges
- Proposals should take measure to mitigate noise pollution from the railways
- The new connection between Bradfield Close and Downside Goods Yard would create a two-sided street framed by new buildings to the west and existing ones to the east
- Building lines should be sufficiently set back from existing residential frontages to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



POTENTIAL MASSING



CAPACITIES

COAL & AGGREGATES YARD / HIF 3

	Block A				Block B				Block C
	1	2	3	4	1	2	3	4	1
25th									
24th									
23rd									
22nd									
21st									
20th									
19th									
18th									
17th									
16th									
15th									
14th									
13th		519							
12th		519							
11th		519							
10th		519							
9th		519			519				
8th		519			519				
7th	118	519			519				
6th	118	519			519				
5th	118	519	427		118	519			
4th	118	519	427		118	519			
3rd	118	519	427		118	519	427		
2nd	118	519	427		118	519	427		396
1st	118	519	427	118	118	519	427	118	396
Ground	118	519	427	118	118	519	427	118	396

PROPOSED	Subtotal	Subtotal	Subtotal
Residential (dwellings)	104	72	8
Residential Upper (GEA)	9,826	6,660	792
Residential Ground (GEA)	532	532	-
Business (GEA)	118	118	-
Industrial (GEA)	-	-	-
Retail / F&B (GEA)	-	-	-
Community / leisure	-	-	396
Parking	-	-	-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
18,342	197,431	183	18,974	1.70	1.12	108
236	2,540					
-	-					
-	-					
396	4,263					
-	-					

Residential

- Potential dwellings 183
- Density (dph) 108
- Density (FAR) 1.12

Non-residential

- Business (sqm GEA) 236
- Community (sqm GEA) 396
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

UA34 QUADRANT HOUSE

UA34 QUADRANT HOUSE

Site overview

- Sits on the edge of the town centre, outside a designated character area
- The prevailing height is N/A
- The tall building threshold for this area is N/A
- Before the south western approach to the town centre, this 4 storey detached office building presents itself. It is occupied by Surrey County Council.
- Although the building has a large footprint itself, the site as a whole is inefficient with much of the ground level being used for surface car parking.
- It is bordered by residential buildings, varying between 2 and 4 storeys. Dense planting acts as a barrier between to dwellings to the east of the site, across Guildford Road.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

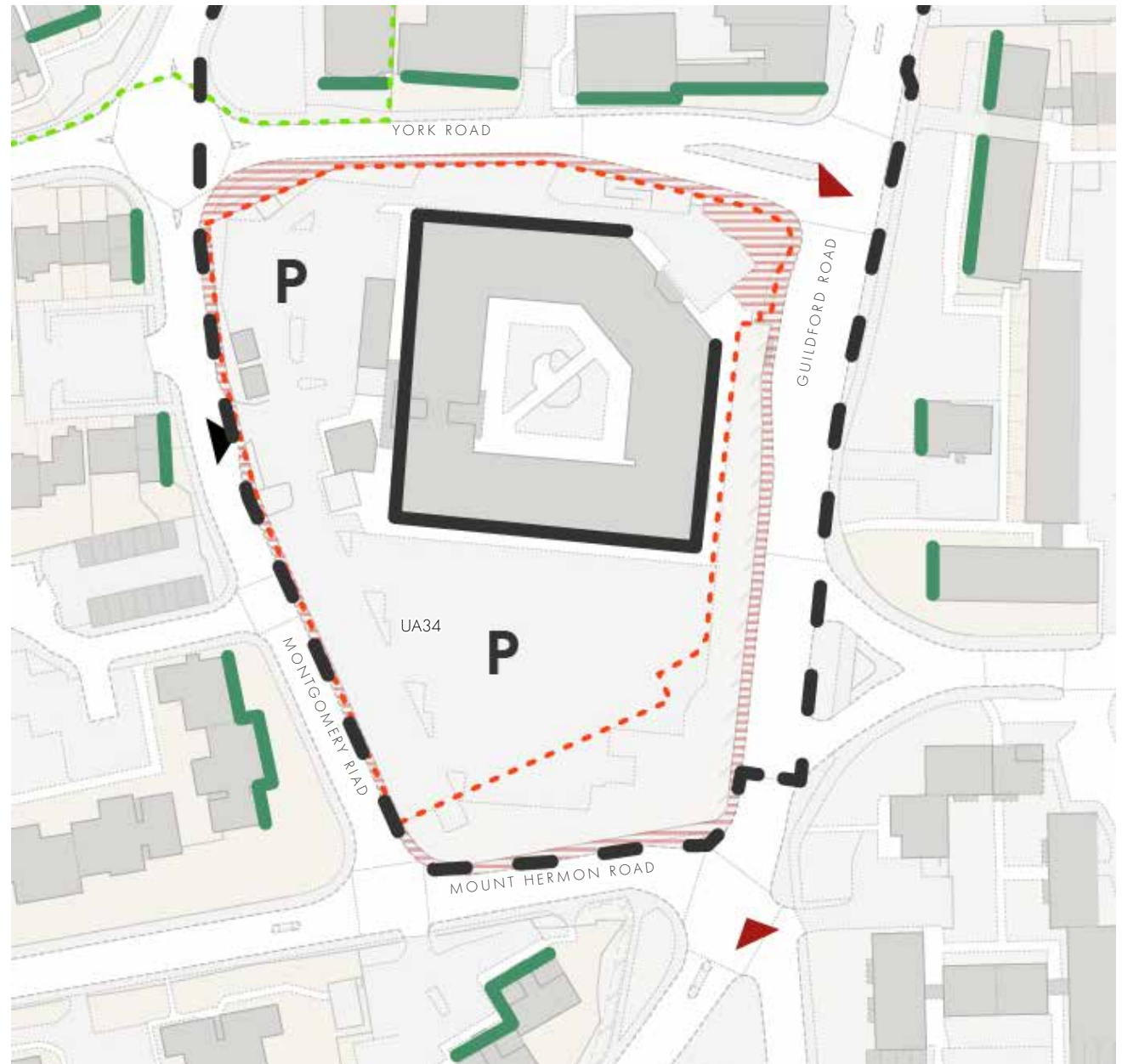
EXISTING CONDITION

Issues and opportunities

- Bordered by sensitive frontages, more prominent along Montgomery Road where there is a lack of soft planting
- Existing level change at the north to enter the site
- The existing office building offers little to the street with no active frontages
- Largely surface car parking

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)



SUITABILITY/SENSITIVITY



Composite suitability

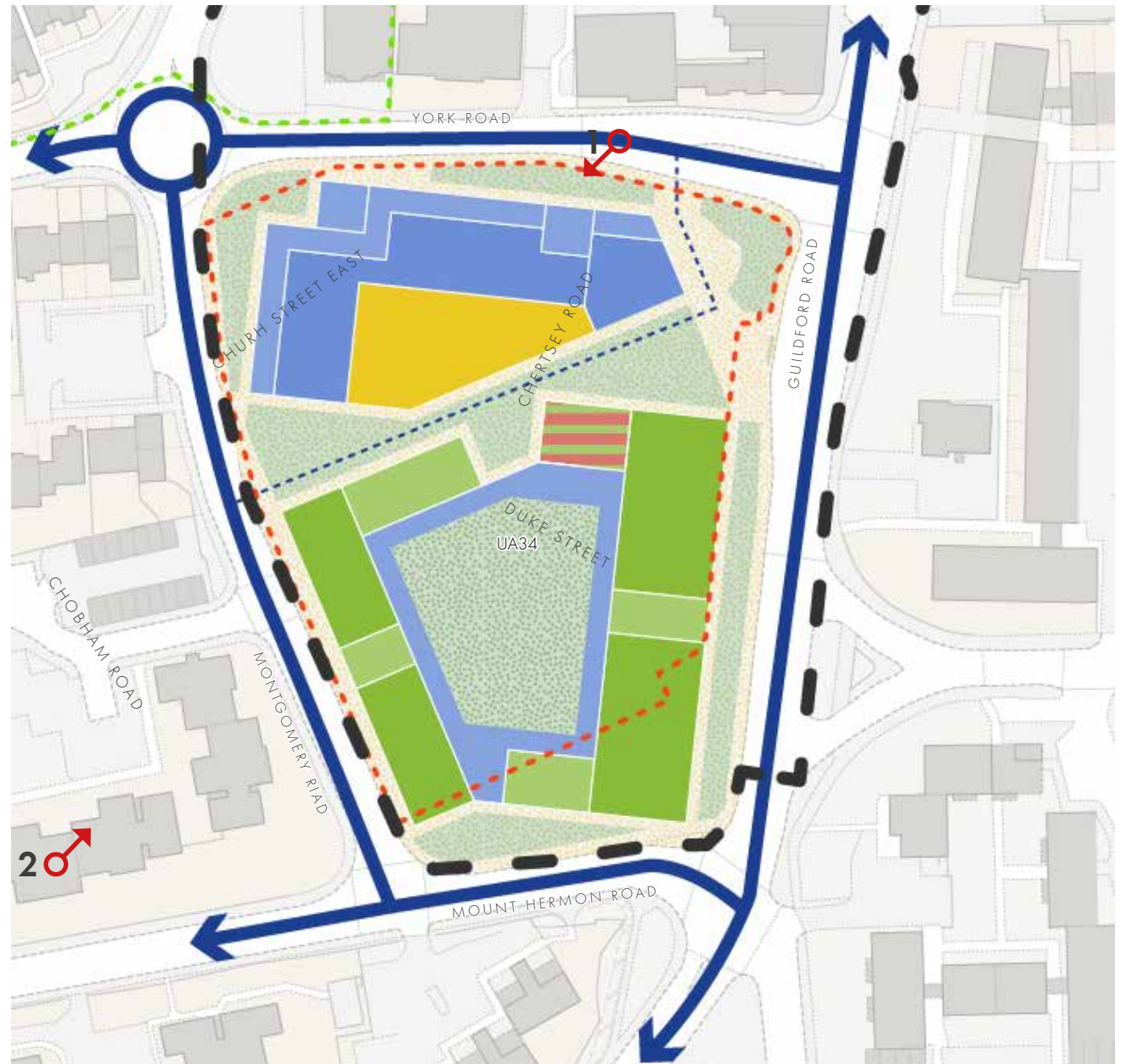


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access for offices should be provided from York Road
- Vehicular access should be provided from York Road and Montgomery Road. However, vehicles accessing the aggregate yard should continue to use the current access only, and should be prevented from using Bradfield Close
- A new east-west passage across the site should be considered
- Minimal parking should be provided due to the proximity to the station
- Residential entrances should be provided from Guildford Road and Montgomery Road, as well as the new passage

Land uses

- The northern half of the site should be almost entirely commercial with some ground floor community space provision and offices above
- The southern half of the site should be almost entirely residential with some ground floor retail space towards the north-eastern corner

Form of development

- The northern block would comprise a modest scale office building with setbacks at upper levels
- The eastern corner of the office building could have a slightly taller element marking its address on Guildford Road
- An perimeter courtyard block would be appropriate on the southern part of the

site, arranged informally according to the geometry of the site.

- Taller elements should be situated to east, along Guildford Road and to the north to limit overshadowing and provide better daylight
- Low-scale stacked maisonettes would be appropriate along the northern and southern edges of the perimeter block

Public realm and movement

- Improvements to the quality of the public realm around the perimeter of the site will be required as part of the development
- There is potential to create a new, semi-private street with retail and community uses for residents and office occupants
- The development should provide a generous, soft-landscaped courtyard and play space for residents
- Tree planting and soft landscaping should be provided within and around the site
- Existing mature trees should be retained where possible

Relationship to surroundings

- Active frontages should be provided along all street edges
- Building lines should be sufficiently set back from existing residential frontages to avoid overlooking and ensure privacy
- New developments should not exceed the recommended building heights set out in the townscape strategy nor disrupt the distinctive bell curve of the Woking skyline



Illustrative framework

POTENTIAL MASSING



CAPACITIES

UA34 QUADRANT HOUSE

	Block A							Block B											
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	8	9	10		
25th																			
24th																			
23rd																			
22nd																			
21st																			
20th																			
19th																			
18th																			
17th																			
16th																			
15th																			
14th																			
13th																			
12th																			
11th																			
10th																			
9th																			
8th																			
7th																			
6th																			
5th							230												
4th							230												
3rd				53			230			388			388		329		329		
2nd		390		53			230			183	388		388	160	329		240		
1st		390		53			230	696		183	388	144	388	160	329	96	329	240	
Ground	80	390	80	53			230	696	851	183	388	144	388	160	329	96	329	240	1,954
PROPOSED	Subtotal							Subtotal											
Residential (dwellings)	-							68										68	
Residential Upper (GEA)	-							5,708										5,708	
Residential Ground (GEA)	-							1,129										1,129	
Business (GEA)	6,326							1,954										1,954	
Industrial (GEA)	-							-										-	
Retail / F&B (GEA)	-							-										-	
Community / leisure	1,392							-										-	
Parking	-							-										-	

Residential

- Potential dwellings 69
- Density (dph) 76
- Density (FAR) 1.83

Non-residential

- Business (sqm GEA) 8,280
- Community (sqm GEA) 1,392
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

TOTAL							
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH	
6,837	73,587	68	16,509	0.90	1.83	76	
8,280	89,125						
-	-						
-	-						
1,392	14,983						
-	-						

HIF4 POLICE STATION / HIF7 THE TRIANGLE

HIF4 POLICE STATION

Site overview

- Within the Victoria Way South and Station Approach character areas
- The prevailing heights are 5.3 and 3.8 respectively
- The tall building thresholds for this area are 8 and 6 respectively
- Both sites sit adjacent to one another and are located along the southern approach to the town centre, sitting either side of Station Approach. Within the site the buildings are low-rise, consisting of a small parade of shops and the police station.
- The context varies in scale with low-rise housing to the south with taller residential buildings creating a cluster around the station forecourt to the north.



Aerial view facing north-west showing the scale of existing buildings and nearby developments

- Consented scheme
- Scheme under construction

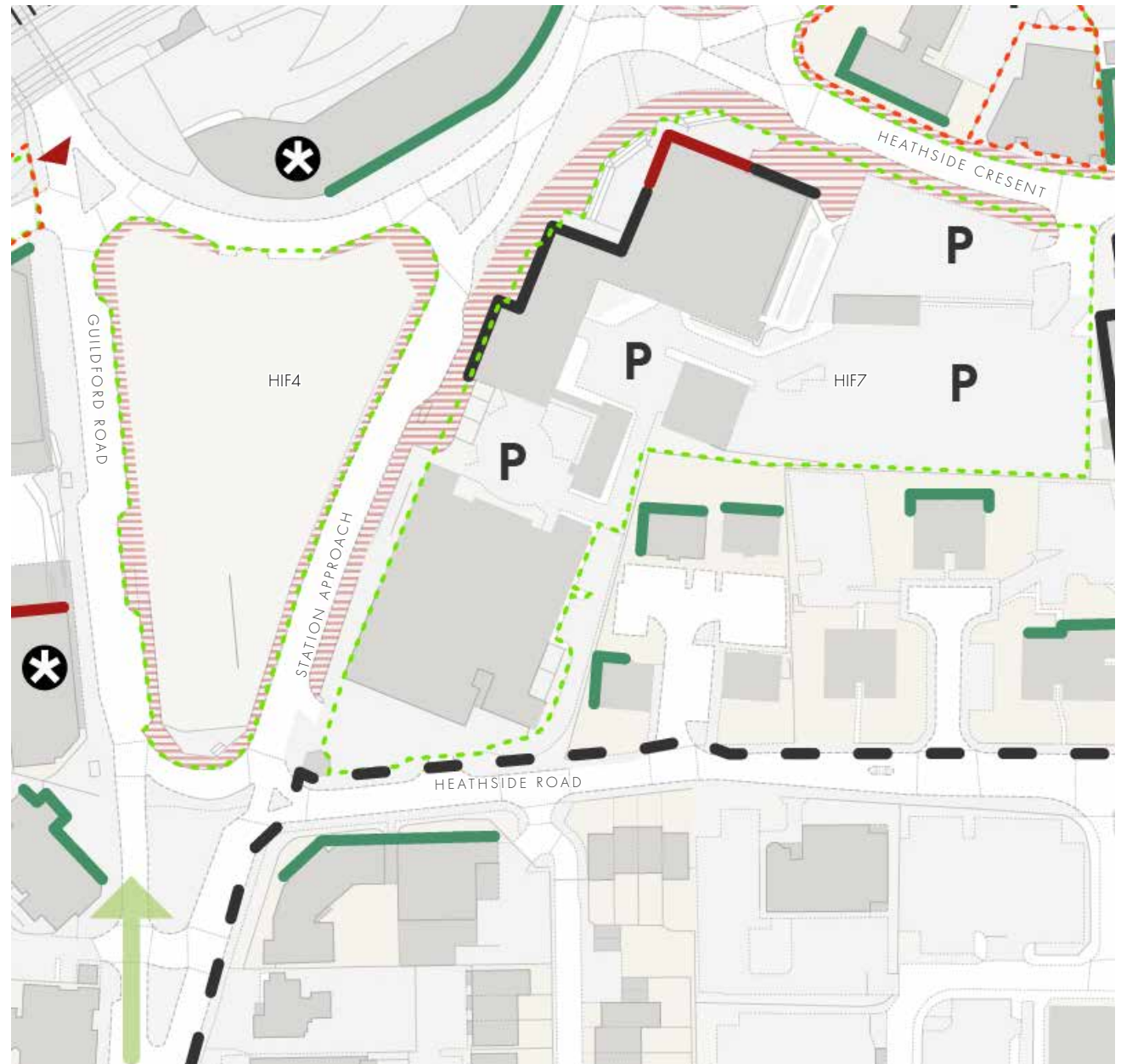
EXISTING CONDITION

Issues and opportunities

- Finer grain along Guildford Road
- Large amounts of surface car parking surrounding the police station
- Sensitive residential frontages facing the police station from Heathside Road
- Scale of context increases to the north towards the station

Location plan

- ▭ Site boundary
- ▬ Major route
- ▬ Railway line
- Commercial frontage
- Sensitive frontage
- ▲ Commercial access
- ▲ Servicing access
- P Parking (surface)
- ⊗ Tall building



SUITABILITY/SENSITIVITY



Composite suitability

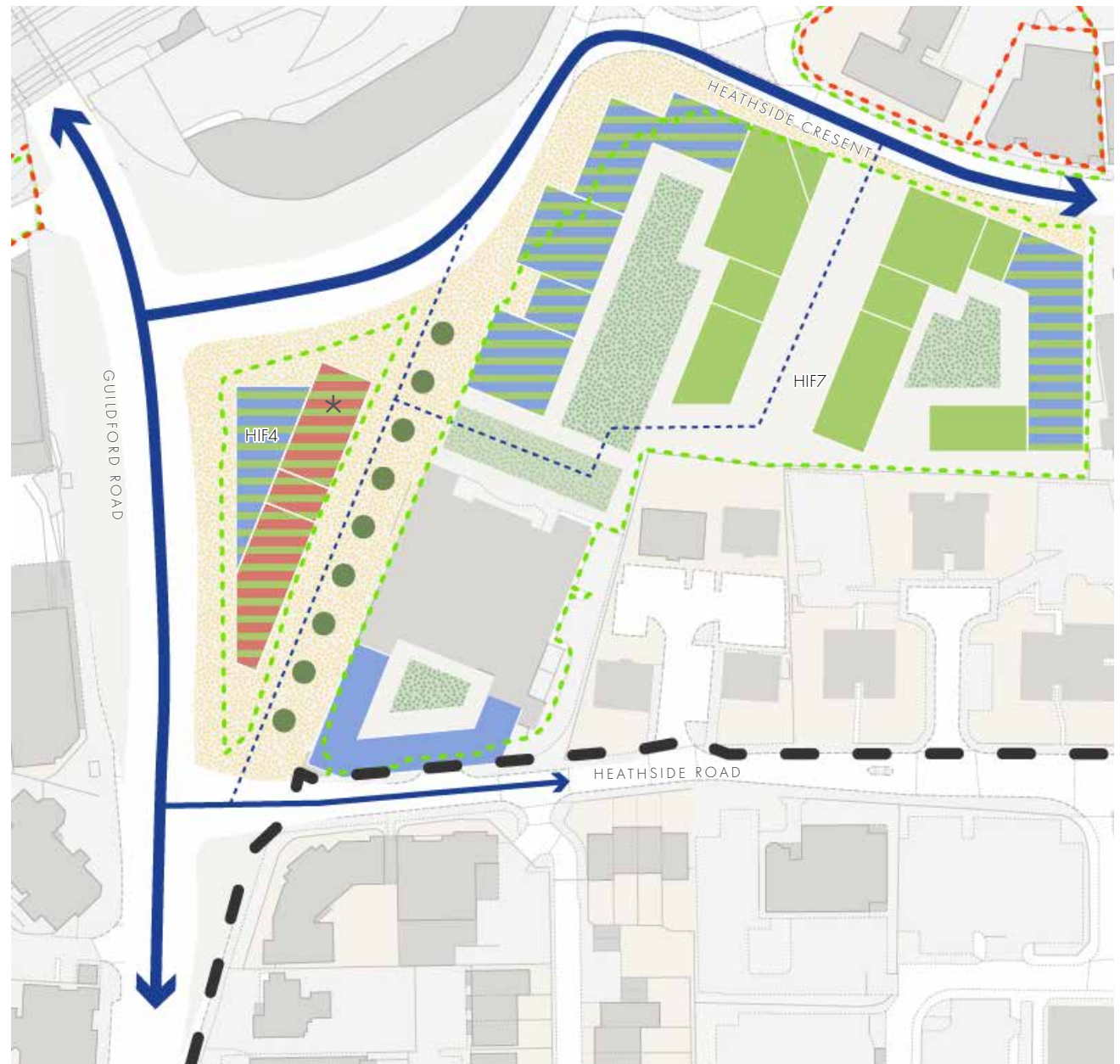


Composite sensitivity

ILLUSTRATIVE FRAMEWORK

Key

- Commercial / retail
- Residential
- Community / leisure
- Business/office
- Improved public realm
- P Parking (surface)
- P Parking (decked)
- X Potential for taller building
- X Existing taller building
- Sensitive frontages
- Commercial frontages
- Secondary route
- Primary route
- Pedestrianised route
- Busy road
- Key access
- Services access



DEVELOPMENT PRINCIPLES

Access

- Servicing access should be provided along Heathside Crescent and Station Approach.
- Minimal parking should be provided due to the proximity to the town centre, bus routes and station.
- Pedestrianised routes should be introduced to improve permeability from Heathside Crescent to Station Approach.

Form of development

- Mixed-use perimeter blocks with mid-rise buildings and some tall elements are appropriate in this location.
- Developments can rise to the north to respond to the emerging tall building cluster along Victoria Way.
- Soft landscaping should be provided on site where appropriate.
- Connecting the 'island' for a more holistic development, with improved pedestrianised connections along Station Approach.

Relationship to surroundings

- New developments should not exceed the upper limit recommendation or disrupt the 'tall building bell curve'.

Public realm and movement

- Improvements to the quality of the public realm along Heathside Crescent, Guildford Road and Station Approach will be required as part of the development.
- Building lines should be set back to create wider pavements with better landscaping.

Land uses

- Ground floor retail uses are appropriate along the pedestrianised Station Approach.
- Residential uses are suitable to the east.

Street level experience

- Active frontages should be provided along the perimeter of the site.



Illustrative framework

POTENTIAL MASSING



POLICE STATION, HIF4

	Block A	Block B								Block C					
	1	1	2	3	4	5	6	7	8	1	2	3	4	5	6
25th															
24th															
23rd															
22nd															
21st															
20th															
19th															
18th															
17th															
16th															
15th															
14th															
13th															
12th															
11th									451						
10th									451						
9th									451						
8th									451						
7th									451						
6th									451						
5th			324		324			451	61					254	
4th			324		324			451	61					254	
3rd			324	125	324	485		451	61	125			254		
2nd			324	125	324	485		451	61	125			254		
1st	538		324	125	324	485		451	61	125			254		
Ground	538		324	125	324	485		451	61	125			254		

PROPOSED	Subtotal	Subtotal								Subtotal					
Residential (dwellings)	-									87					
Residential Upper (GEA)	-									8,134					
Residential Ground (GEA)	0									548					
Business (GEA)	1,076									574					
Industrial (GEA)	-									-					
Retail / F&B (GEA)	-									-					
Community / leisure	-									-					
Parking	-									-					

Residential

- Potential dwellings 211
- Density (dph) 192
- Density (FAR) 2.18

Non-residential

- Business (sqm GEA) 2,908
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) N/A
- Industrial N/A

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
21,109	227,210	211	24,017	1.10	2.18	192
2,908	31,301					
-	-					
-	-					
-	-					

* Note that any minor discrepancies in capacity reporting is likely to be a result of rounding in spreadsheet calculations.

THE TRIANGLE, HIF7

	Block A			
	1	2	3	4
25th				
24th				
23rd				
22nd				
21st				
20th				
19th				
18th				
17th				
16th				
15th				
14th				
13th				
12th				
11th				
10th				
9th	304			
8th	304			
7th	304			
6th	304			
5th	304		357	
4th	304		357	
3rd	304	96	357	
2nd	304	96	357	
1st	304	96	357	347
Ground	304	96	357	347

PROPOSED	Subtotal
Residential (dwellings)	41
Residential Upper (GEA)	4,052
Residential Ground (GEA)	0
Business (GEA)	694
Industrial (GEA)	-
Retail / F&B (GEA)	1,514
Community / leisure	-
Parking	-

TOTAL						
GEA m2	GEA sqft	Dwellings	GDA	Site area	FAR	DPH
4,052	43,615	41	6,260	0.17	3.68	238
694	7,470					
-	-					
1,514	16,297					
-	-					
-	-					

Residential

- Potential dwellings 41
- Density (dph) 238
- Density (FAR) 3.68

Non-residential

- Business (sqm GEA) 694
- Community (sqm GEA) N/A
- Retail/F&B (sqm GEA) 1,514
- Industrial N/A

