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# Planning Statement

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Woking Community Stadium, Kingfield Road

# Planning Statement

Kingfield Road, Woking

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## 1. Introduction

- 1.1. The proposed development relates to Land At Woking Football Club, Kingfield Road, Woking (hereinafter referred to as Site A). This Statement provides an overview and summary of key planning matters and should be read in conjunction with the detailed Environmental Statement that has been prepared by Trium.
- 1.2. The proposal involves the replacement of the existing football ground with a new Community Stadium, the construction of residential accommodation on the remainder of the site and some commercial floorspace.
- 1.3. Separately, a detailed planning application is also being submitted for a relocation of the existing David Lloyd Club to a new site on land on Egley Road (Site B), adjacent to the recently opened Hoe Valley School, which will also deliver an additional 36 new homes.
- 1.4. Though the two applications are separate, both schemes together would see:
  - Design and delivery of a new stadium that provide top class facilities for players and increased spectatorship;
  - A well-designed development, responding positively to the character of the area and creating a destination clearly linked to the town centre;
  - A design that ensures the amenities of existing residents are protected and maintained;
  - High quality homes and public spaces; and
  - Re-provision of the existing David Lloyd facility to maintain this contribution to local sporting facility alongside the enhanced stadium facility.
- 1.5. This proposal would deliver a high-quality sporting facility through a new Community Stadium that could support a range of current and future requirements for team sports, as well as a second enhanced sporting facility elsewhere. This proposal will also significantly contribute to the Borough housing requirement through utilising brownfield land.
- 1.6. This planning statement will concern Site A: Land at Kingfield Road, Woking. It will refer to Site B (Egley Road) where appropriate or necessary.

1.7. The application seeks detailed planning permission for:

*“Redevelopment of site following demolition of all existing buildings and structures to provide replacement stadium with ancillary facilities including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), medical centre (Class D1) and vehicle parking plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and provision of detached residential concierge building”.*

## Supporting Information

1.8. This planning statement sets out the proposals in detail and examines them against relevant national and local policies, guidance and other material considerations. This statement should be read in conjunction with the drawings submitted as part of the application, in addition to the following accompanying documents.

- Planning Statement prepared by Savills;
- Design and Access Statement, Site Location Plans, Elevations and Floor Plans prepared by LeachRhodesWalker;
- Sustainability Strategy prepared by Elementa;
- Transport Assessment by Vectos;
- Affordable Housing Statement by BNP Paribas;
- Biodiversity and Tree Surveys by The Ecology Consultancy;
- Daylight/Sunlight Assessment by EB7;
- Flood Risk Assessment by RMA;
- Landscape and Visual Impact Assessment by ARC;
- Archaeological Appraisal by MOLA;
- Air Quality Assessment by AQC;
- Noise Impact Assessment by Sandy Brown;
- Lighting Assessment by DPA;
- Construction and Site Waste Management Plan by TBC;
- Socio-Economic Assessment by Volterra;
- Contaminated Land Assessment by Jomas;
- Statement of Community Involvement by CTF Partners.

## Structure of the Planning Statement

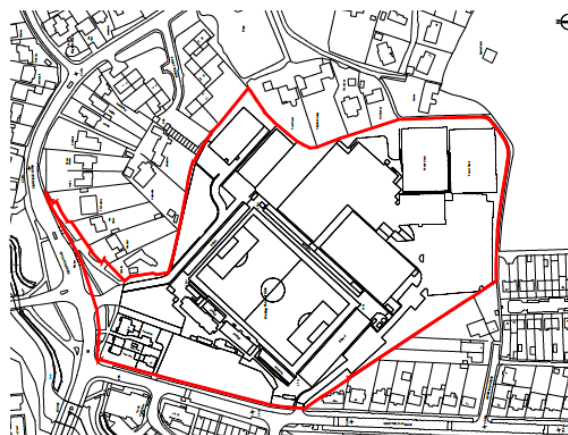
1.9. The structure of this Planning Statement is as follows:

- **Section 2** (Context of the Proposals) provides the background to the proposals, including a description of the site and surrounding area.
- **Section 3** (The Proposed Development) sets out details of the development proposals.
- **Section 4** (Planning Policy Framework) sets out the relevant planning policy framework that the proposals are to be considered against.
- **Section 5** (Planning Assessment) provides a discussion of the material planning considerations arising from the application proposals.
- **Section 6** (Conclusions) presents our conclusions.

## 2. Context of the Proposals

- 2.1. Located to the south of Woking town centre within Woking Urban Area (CS1), the site itself is predominately commercial recreation and sport, set within a wider local area which has a strongly residential character.
- 2.2. The site is not within the Green Belt, Area of Outstanding Beauty (AONB) or Area of Great Landscape Value (AGLV). The nearest Conservation Area is Mount Hermon, located approximately 430m to the west of the site.
- 2.3. There is four listed buildings (Grade II) within the vicinity of the site: Elmbridge Cottage, which lies to the north of the stadium, Howards Farm and Laurel Cottage (Grade II) to the east and Old Oak Cottage (Grade II) to the south-east.
- 2.4. The site lies within Flood Zone 1 (Low Risk of Flooding), yet on the western side, outside the red line boundary, is Hoe Stream, Willow Pond and Chestnut Pond which are Flood Zone 2 and 3 respectively. A Flood Risk Assessment has been carried out by RMA Environmental.
- 2.5. The site is currently occupied by a football stadium, David Lloyd fitness centre and other, ancillary recreational uses.
- 2.6. Located just 1.5km from Woking Town Centre, the site benefits from a high-level of connectivity with nearby bus stops, Woking Railway Station a 15-20 minute walk and easily accessed from the M25/M3/M4 motorways.

**Figure 1.0: Site Location Plan (not to scale)**



### Transport and Access

- 2.7. The site is located in close proximity to the town centre, easily accessible by road, foot, cycle or public transport. This includes close access to public transport, including regular arterial bus routes' such as the 34 to Camberley and Lightwater and the 463 to Guildford and Woking Town Centre. Woking railway station is a 15-20 minute walk.
- 2.8. Cycle access is provided in and out of the site and this has been described in the overall masterplan.
- 2.9. The site already benefits from good pedestrian access and egress with pedestrian highways and footpaths around the site. We will aim to improve pedestrian connectivity across the site as part of the redevelopment to accommodate the extra number of residents and fans to be approaching the area by foot.
- 2.10. Vehicle access to the medical centre and stadium parking will be via Kingfield Road. Residential access will be via Westfield Road to provide a degree of separation between the two functions. A concierge building, located in the residential zone will support deliveries and servicing and be accessed from Kingfield Road also.

### Planning History

- 2.11. Please find a planning history of the last five years for the Kingfield Road site from available documents found through Woking Borough Councils online portal. These planning applications are small-scale, consistent with a commercial location.
- 2.12. Due to the size of the site area, and number of uses on the site, an extremely large volume of planning applications from before 2015 are cited on the Woking Borough Council Planning Portal. It is not practical, nor relevant to the application to list all the historical applications in the Planning Statement, but they relate to uses including:
  - The Snooker Club,
  - Gymnastics Club,
  - David Lloyd Centre,
  - Historical Tennis Club,
  - Small cluster of dwellings to the north-east of the site.

Reference Number	Description of Development	Date Validated	Decision
PLAN/2015/0780	Woking Football Club - Advertisement consent for company sponsorship signs.	10 July 2015	Permitted
PLAN/2017/0342	Woking Gymnastics Club and Woking Snooker Centre – Change of use to allow additional gymnastics space ancillary to existing Woking Gymnastics Club.	28 March 2017	Permitted
PLAN/2017/0976	Westfield Avenue Compound - Change of use for storage and office purposes, ancillary to Woking Football Club.	18 October 2017	Permitted
PLAN/2017/1420	David Lloyd Leisure - Erection of a single storey pool and garden spa.	20 December 2017	Permitted

2.13. Due to the comprehensive nature of the proposed development, this planning history is of little relevance to the current application.

### **Pre-Application Discussions and Public Consultation**

2.14. Significant pre-application discussions have taken place with planning officers to discuss the proposed redevelopment of the site since 2018. These discussions have assisted in guiding the proposed development to the form now put forward to ensure the best relationship between the new Stadium, ancillary community facilities, the provision of new residential accommodation and the relationship with existing neighbouring accommodation.

2.15. Additionally, the proposed design was assessed by the independent Design South East Review Panel.

2.16. A number of consultation events to engage with existing residents of the local area have also been held, together with engagement with borough councillors. A summary of this consultation is provided within the Statement of Community Involvement prepared by CTF Partners that forms part of this submission.



## 3. The Proposed Development

- 3.1. The application proposes a complete regeneration of this area of Woking offering a new community hub and a brand new home for Woking Football Club. The scheme will be of the highest quality and has been meticulously designed so that the ground and surrounding flats will be well screened and create a new neighbourhood within the Kingfield area of Woking. As detailed in the Design and Access statement, it is proposed that all existing buildings on site will be demolished including the existing stands and David Lloyd Fitness Centre.
- 3.2. The scheme, including the relocation of the David Lloyd Centre has been guided through close co-operation with the Council at key stages throughout the application process. This has included Woking Football Club, Snooker Club, Gymnastic Club being allocated for mixed use development as part of Policy UA44 of the Draft Site Allocations DPD.
- 3.3. The residential aspect of the scheme will deliver a total of 1,048 homes across a mix of different unit sizes. Of these, a total of 191 will be affordable homes which equates to 18% of the total provision.
- 3.4. The Masterplan concept of the stadium will create distinct 'zones', including the stadium zone, arrival point and two residential zones. A new, central boulevard will divide residential areas from the stadium and create a focal point on match days for supporters to gather and socialise pre-match.
- 3.5. The site will offer residents and visitors an array of green spaces to enjoy and benefit from. Notably, Woking Park and Loop Road Playing Fields are located to the north and south of the site. Furthermore, the apartment buildings will incorporate green space on the roofs and in private courtyards to soften the appearance and create a more sustainable living environment. The open spaces provided will be high quality and form a large pillar of the sites design.
- 3.6. Vehicular access for residents and visitors to the new residential blocks will be via Westfield Avenue. For deliveries, and collections, access will be via a new concierge building accessed from Kingfield Road, sharing the entry point with the football stadium. Parking will be provided underneath the blocks, screened away from public view and reducing the need for vehicles to be parked on the highway.

### Planning Benefits

- 3.7. The benefits from the site can be broken down into the new Community Stadium and the delivery of housing. Both factors together contribute to a scheme which can create a large benefit for the community.

- 3.8. The delivery of 1,048 dwellings will equate to over three years of the Borough's housing supply of 292dpa. Not only will this help ease the pressure on housing in Woking, but it will deliver this without requiring a significant release of Green Belt land. Each of the houses proposed at the Kingfield Road site will also be on Brownfield land, minimising the potential adverse impacts on ecology and the environment.
- 3.9. The development is allocated under policy UA44 of the Core Strategy. By allowing this development, a key element of the Council's housing growth strategy will be facilitated through a process which has been publically assessed, consulted and implemented.
- 3.10. Unlike smaller or piecemeal contributions, this development offers an opportunity to comprehensively design and integrate these new homes into the existing community and also deliver a community facility that provides a ready-made hub for integrating new and existing residents into a cohesive whole.
- 3.11. The Borough's Brownfield Register has noted the principle of utilising this site for residential development. If approached correctly, this can be extended to also delivering a Stadium that can be a focus for increased sporting success and local community integration.
- 3.12. The stadium and the residential development are intrinsically linked, creating a viable and deliverable development. The value arising from the residential development is essential to secure the delivery of the Stadium.
- 3.13. The opportunity to provide a significant amount of high-quality housing, in a sustainable urban location will provide an opportunity to revitalise this area of Woking whilst serving to help prevent a significant amount of Green Belt release. Together with the enhanced Football stadium and community facilities will offer many benefits to local people and should be embraced.

## 4. Planning Policy Framework

- 4.1. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), planning applications are to be determined in accordance with the development plan unless other material considerations indicate otherwise.
- 4.2. The development that is the subject of this application has been considered in light of the National Planning Policy Framework (NPPF, adopted February 2019), which provides a direction for planning on a national scale and the expectation that all local planning documents will be in general conformity with the NPPF and decisions made on that basis.
- 4.3. The ‘golden thread’ running through the NPPF is a presumption in favour of sustainable development across economic, social and environmental characteristics.
- 4.4. One key parameter running through the NPPF is that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own need. In putting this in to practice, paragraph 2 of the NPPF notes that the planning system has three overarching and interdependent objectives as follows:
- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
  - b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
  - c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*
- 4.5. To reach these three objectives, the NPPF details how to address these. Chapter 6 sets out how planning should support Building a Strong, Competitive Economy, with paragraph 80 stating:

4.6. *Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.*

4.7. With regard to design, Chapter 12 of the NPPF addresses Achieving Well-Designed Places. Paragraph 128 specifically notes:

*Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.*

4.8. Previously developed land is defined in annex 1 of the NPPF as follows:

*Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape*

4.9. Chapter 5 of the NPPF seeks to deliver a sufficient supply of homes, with paragraph 59 detailing:

*To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay"*

4.10. The NPPF requires there to be a continuous supply of deliverable sites with the provision of an additional 5% buffer to ensure a wide choice of housing. A higher buffer of 20% is to be applied where an LPA has a record of persistent under-delivery.

4.11. Paragraph 59 outlines that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is

developed without unnecessary delay.

4.12. For decision-taking, paragraph 11 of the NPPF is clear that this means:

*c) approving development proposals that accord with an up-to-date development plan without delay;  
or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

4.13. This application should therefore be assessed in this context and its ability to deliver economic, social and environmental improvements.

### **The Development Plan**

4.14. The 2004 *Planning & Compulsory Purchase Act* requires that determination of any planning application must be in accordance with the Development Plan unless material considerations indicate otherwise.

4.15. The Development Plan within Woking Borough comprises:

### **Draft Site Allocations DPD**

4.16. WBC has recently submitted its Draft Site Allocations DPD to the Planning Inspectorate, and hearings are expected to commence in December. This will determine soundness and is a key stage in the DPD moving towards adoption.

- 4.17. The Draft Site Allocations DPD identifies and allocates specific land for development within Woking Borough in order to meet future development needs and enable the delivery of Woking Core Strategy.
- 4.18. Due to the advanced stage of which the Site Allocations Document has progressed to, it should therefore be given material weight in the decision making process.
- 4.19. Proposal reference UA44: Woking Football Club, David Lloyd, Woking Gymnastic Club and Woking Snooker Club is allocated for mixed use development to include a replacement football stadium, residential including affordable housing and commercial retail uses.
- 4.20. The Allocation of the site within the Draft Site Allocations DPD establishes, in principle, the land uses that will be supported by WBC. This is to be read in conjunction with the WBC Core Strategy.
- 4.21. As cited, development proposals submitted within the Site Allocations DPD carry more weight in planning decision making – this weight increases as the Site Allocations DPD moves nearer adoption.

## Adopted Woking Core Strategy 2012

- 4.22. The Woking Core Strategy covers the period up to 2027 and sets out the overall spatial development strategy, development management policies and sets out the overall approach to managing development and change in the Borough.
- 4.23. Woking's Core Strategy was adopted in 2012 and includes a housing requirement of 292 homes per annum up until 2027. Housing development is focused predominantly on previously developed land in Woking town centre; however, the Core Strategy also recognises that Green Belt land will be required to make up any shortfall in supply after 2022.
- 4.24. Concerning the development, the following policies are relevant considerations to the application:
- **Policy CS1** sets out the spatial strategy for Woking Borough in order to make provision for the delivery of additional dwellings, office space and retail floorspace. As part of this policy, most of the development will be directed to previously development land in the town which offer the best range of services and facilities. There is an affordable housing provision target of 35%.
  - **Policy CS7 Biodiversity and Nature Conservation** establishes the principle of conserving and protecting existing biodiversity assets within the Borough.
  - **Policy CS10 Housing provision and distribution** outlines that the Council will make provision for at least 4,964 net additional dwellings in the Borough between 2010 and 2027, with most dwellings planned for the Town Centre.

- **Policy CS11** *Housing Mix* cites that all residential properties will be expected to provide a mix of dwellings which are indicative of local need.
- **Policy CS12** *Affordable housing* sets out that Woking Borough Council have a target of 35% affordable housing on all new homes, and 40% on brownfield sites providing 15 or more dwellings.
- **Policy CS17** *Open space, green infrastructure, sport and recreation* requires all development to contribute to the provision of open space and green infrastructure through either on-site provision and/or developer contributions. This should include both outdoor sports facilities and children's play areas.
- **Policy CS18** *Transport and accessibility* commits to ensuring that new development is close to existing sustainable travel links, jobs and community facilities. New development should also mainly be located in urban areas which are served by a range of public transport modes.
- **Policy CS19** *Social and community infrastructure* seeks to achieve a sustainable community within Woking, requiring a provision of adequate community facilities and social and community infrastructure.
- **Policy CS21** *Design details* that all forms of development should make a positive contribution to the environment and strengthen the character and distinct identity of the area. All new development should create buildings and places that are attractive with their own identity.
- **Policy CS22** *Sustainable construction* encourages all development on previously developed land to meet national energy and emissions standards and, where possible, facilitate the reduction of construction waste.
- **Policy CS23** *Renewable and low carbon energy generation* encourages all applicants to utilise renewable energy installations within the borough and to mitigate any adverse impacts of the proposed development.
- **Policy CS24** *Woking's landscape and townscape* requires all development proposals to provide a positive benefit in terms of landscape and townscape character, to protect local landscape and to protect and encourage the planting of new trees.
- **Policy CS25** *Presumption in favour of sustainable development* ensures that the Council will take a positive approach that reflects the NPPF and where policies accord with the Development Plan, will be approved without delay.

## Adopted Woking Development Management Policies DPD 2016

- 4.25. The Development Management Policies DPD, 2016 is designed to be read alongside the Core Strategy and contains detailed management policies to help determine day to day planning applications.
- 4.26. Whilst the Core Strategy sets out a strategic directive for Woking, the Development Management DPD seeks to clarify or explicate those policies within the Core Strategy.
- 4.27. Concerning the development, the following policies are relevant considerations to the application:
- **Policy DM2** *Trees and landscaping sets out more detailed criteria to maintain existing trees and landscaping during construction and through new development.*
  - **Policy DM5** *Environmental Pollution states that in order to maintain and improve air and water quality, development proposals should ensure that there will be no unacceptable impacts on air quality, surface and ground water quality, land quality and health and safety to the public.*
  - **Policy DM7** *Noise and light pollution requires that noise generating forms of development that would affect noise-sensitive uses to be accompanied by a statement detailing potential noise generation levels, and how these are to be mitigated.*
  - **Policy DM16** *Servicing development should be read in conjunction with CS21 and requires servicing facilities to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape.*
  - **Policy DM17** *Public realm contains more detailed information for assessing the public realm element of new development proposals, ensuring well-designed public spaces which add to the attractiveness and competitiveness of the Borough's hierarchy of centres. This policy is to be read in conjunction with CS2 and CS5.*



## 5. Planning Assessment

### Land Use

#### The Stadium

- 5.1. The main driver of this application is to deliver a replacement football stadium that provides the modern services and facilities that are expected from any football club. This will allow for Woking Football Club to thrive and enhance their achievements both on and off the football in the medium and long term by becoming a sustainable business within this new facility.
- 5.2. A full business plan for Woking Football Club and the importance of the new stadium to ensuring the Club's continued operation in the town is submitted as a part of this application and should be read in conjunction with this submission.
- 5.3. The development will create a new modern stadium for Woking Football Club, helping them attract new fans, players and followers to aid their growth and ambition. The Stadium has been designed to meet the specific needs of Woking Football Club by a specialist stadium architect, Holmes Miller, who have worked alongside the development's lead architect, Leach Rhodes Walker, to ensure that this forms an integral part of the overall scheme.
- 5.4. Total capacity has been proposed at just over 9,000 provided via a mixture of seating and standing areas. The viewing areas will include spaces and facilities to support access for all including supporters with only limited mobility or those who are disabled.
- 5.5. Alongside the actual playing space and viewing areas, the Stadium will also provide Woking Football Club with a full range of necessary supporting facilities and services including offices for the Club's administration, a range of hospitality spaces, kiosks for food and drinks sales, significant numbers of toilet facilities and spaces for supporters including a club bar.
- 5.6. Whilst many of these facilities are designed to serve matchday requirements, others are intended to be flexible spaces for use at other times. Additionally, other outward facing services are also integrated into the stadium but will provide for the wider community (as discussed further below).

- 5.7. Woking Football Club has helped create a sense of identity and played an important part in the lives of a section of the local community. An enhanced stadium will open up this community institution to more local people.
- 5.8. Large parts of the current stadium are old, tired and in need of modernisation. The limitations of the current facility may impact upon the quality of players attracted to Woking Football Club, and a new, modern stadium contributes to a better sporting offering in Woking.
- 5.9. The county of Surrey does not currently have a single team playing in the Football League, with the nearest professional league clubs being Crawley Town and Reading. With an enhanced stadium with more choice, seating and cover, more local fans can be attracted to the stadium which in turns benefits the local economy.
- 5.10. The new stadium is to be of an improved design and appearance than the current offering, improving the townscape and creating a new location which people can visit and enjoy on both match days and non-match days. The stadium and associated landscaping works will create a destination.
- 5.11. This in turn allow the Football Club to build upon the range of community facilities and services that are already offered. The Stadium can become established as a new hub for both incoming residents and the existing residents living locally.
- 5.12. This approach also ensures that all existing sporting facilities are retained and enhanced. With the ability to be used by a range of users beyond the existing Football Club, the Stadium reflects the Local Plan driver to improve the sporting offer within the town in accordance with Policy CS17 and as a part of a wider sustainable mixed use development in accordance with Policy CS25.

### Other Supporting Facilities

- 5.13. Woking Football Club have a longstanding position as a contributor to the local community that goes beyond just the playing of football and the opportunity for fans to support their local team. The Club provide many other services to the community, both football-related and non-football related, as outlined in the Statement of Community Involvement that forms part of this submission.
- 5.14. In light of that background, the development of the new Stadium offers significant opportunities to expand and enhance that contribution to the community. This can encompass not only the additional residents within the proposed development but also more widely within Kingfield and surrounding local areas.
- 5.15. As such, the new Stadium will also incorporate the following:
  - *Flexibility within the layout of the matchday hospitality areas such that they can be utilised for a range of uses and services at all other times;*
  - *Provision of a number of retail units at ground floor level that face onto the central spine route through the site. This spaces could incorporate a range of neighbourhood retail, café or restaurant uses that*

*would be available to the general public at all times and not dependent upon or tied to the Stadium's wider operations; and*

- *A medical centre of approximately 900 sq m, incorporated within the second floor of the northern stand of the stadium to offer a range of general practitioner and supporting medical services that would provide for residents beyond those living within the new development.*

- 5.16. For the flexible spaces, it is intended that these may be used on both a commercial basis but also to provide a base for local groups and services. For example, business conferences may hire these spaces on a commercial basis whereas smaller rooms and services could also be made available for parent and toddler groups, community outreach services and similar organisations.
- 5.17. The ability to offer these modern spaces at all times not only provides Woking Football Club with another income stream to support a sustainable business model but also offers such updated accommodation to the range of community groups that the Club already works with and beyond. These facilities therefore help both the Club and local residents.
- 5.18. With regard to retail uses, these address two immediate purposes. Firstly, such services will provide for the residents within the new homes being created around the Stadium. This therefore plays a role in linking those residents into the new space.
- 5.19. Secondly, by facing these retail spaces onto the main spine route through the site it provides for activation of this space and prevents the western elevation of the Stadium from forming a blank façade. Given that this road will feature only limited traffic movements, it will be a pleasant and safe environment to be explored on foot and easily accessible from all of the proposed accommodation. The retail units will offer an element of 'destination' at all times and without recourse or limitation to football use.
- 5.20. The area immediately surrounding the Stadium site does not currently provide any retail functions to local residents. With the nearest retail parades to the south and east on Westfield Road and Kingfield Road/Vicarage Road respectively, existing residents at the northern end of Kingfield Road and Westfield Avenue do not enjoy any local retail services. This also incorporates the relatively recent properties on Sycamore Avenue and Acer Grove; no retail provision was incorporated into that development.
- 5.21. Given this, alongside meeting the demands of new residents within the proposed development that is capacity within the immediate local area for additional retail facilities to meet local requirements. This is a benefit to local services in addition to the gains with regards to activation of the street within the new development area.
- 5.22. Regarding a medical centre, it was noted by a number of local residents who attended the public consultation sessions that access to a GP in the local area is currently difficult. As such, a decision was taken by the applicant to offer some contribution to addressing this.
- 5.23. An Interim Healthcare Estate Requirement Report has been prepared by Primary Care Surveyors and is

submitted as a part of this application. This report confirms that local surgeries currently have a ratio of patients to GPs that exceeds the optimum benchmark of 1,800 people per GP.

- 5.24. The proposed residential development around the stadium has an estimated population of 1,887 residents. Clearly, the addition of these people would drive additional demand for a GP in the local area that could not be met within existing surgery capacity.
- 5.25. Therefore, the provision of a medical centre as part of the Stadium ensures that the additional resident population does not lead to additional demand on the existing GP services. But, the scale of the centre being proposed is in excess of the capacity required only for the new residents.
- 5.26. Indeed, the Healthcare Report confirms that a medical centre of the scale now proposed would have capacity to provide for circa 14,000 patients if used solely as a GP surgery. This therefore allows the centre to provide a service to many existing residents in the local area too and address the shortfall in capacity that has been noted.
- 5.27. The proposed development therefore offers a clear opportunity to deliver a complementary facility to meet the needs not only of the potential incoming population but also many other existing residents in the local area. This is a clear benefit of the proposal.
- 5.28. Together, each of these new facilities ensure not only that Woking Football Club remains at the heart of its local community but also significantly expands the potential of the site to provide for a range of services that address needs in the immediate local area. Without redevelopment of the Stadium in the form that is being proposed, these facilities will not be forthcoming in this location.
- 5.29. The proposal therefore accords with Policy CS19.

### Residential Development

- 5.30. Policy CS1 sets out the spatial strategy for Woking Borough in order to make provision for the delivery of additional dwellings, office space and retail floorspace. As part of this policy, most of the development will be directed to previously development land in the town which offer the best range of services and facilities.
- 5.31. Additionally, Policy CS10 sets a target to deliver 4,964 net additional dwellings to the Borough over the life of Development Plan (2010-2027).
- 5.32. The Council's Housing Supply Position Statement dated April 2019 set out the deliverable housing land supply position for Woking Borough for the five-year period 2019/20 – 2023/24. The document illustrated sufficient land in the urban area to enable the delivery of 10.0 years' worth of housing requirements, against the national requirement for councils to identify land to enable five years' worth of housing supply. When historic undersupply and the 5% buffer are also taken into account, this represents a surplus of 1,294 net additional dwellings and an overall housing land supply of 9.0 years.

- 5.33. However, this calculation is based on the housing target of 292 pa set out in the Core Strategy, and whilst adopted until 2027, does not reflect the current level of need for Woking as identified by MHCLG in February 2019, which is 431 dwellings per annum (Standard Method for Housing Figure). Taking into account the 5% buffer and undersupply, this figure rises to 470 dwellings per annum, some 48% higher than the Core Strategy housing requirement.
- 5.34. It is clear that the Core Strategy housing requirement falls short of meeting the calculated 'minimum' housing need, as determined through the Standard Methodology. As such, though supply is identified for the immediate future it remains necessary to assess all opportunities to bring forward additional supply such that that is continued into the future beyond the immediate five years.
- 5.35. It has been noted above that this site has been put forward as a development site within the Site Allocations DPD that is due to be examined imminently. The proposed development responds to the suggested Site Allocation by not only delivering an upgraded Stadium but also a mixed use development also incorporating homes, shops and community facilities.
- 5.36. Notwithstanding the proposed Site Allocation, it should be emphasised that the proposed development of this site is deliverable in the short term. Woking FC's requirement for a new Stadium is a significant driver to ensure that the wider development comes forward since the elements are intrinsically linked both physically and financially. The costs of the Stadium, together with the wider community benefits that this will bring, are subject to the value arising from the residential elements of the development.
- 5.37. Any residential development is of course dependent upon ensuring the quality and amenity of both proposed and existing residents in the local area and these matters are discussed in greater detail below. However, in general principles it is entirely appropriate to deliver residential development in this location as part of a wider mixed use development to deliver a new Stadium that will secure both the future of Woking Football Club and a wider range of community benefits.

### Residential Mix

5.38. Of the 1,048 units proposed, these will be provided in the following mix:

Unit Size	Studio	1-bed	2-bed	3-bed	Total
Number of Units	140	374	525	9	1,048
Percentage	13%	36%	50%	1%	100

5.39. Given the accessible location of the site and excellent local transport links, this provides a range of different units sizes in accordance with the requirement of Policy CS11.

### Affordable Housing

5.40. As proposed, the development provides the entirety of Block 1 as affordable housing. This totals 191 units which equates to 18% of the total residential development proposed. Of these units, 28% will be 1-bed units and 72% will be 2-bed units.

5.41. Given a Borough wide target of 35% affordable housing provision and a target of 40% from comprehensive brownfield sites noted under Policy CS12, a viability assessment of the proposed development has been prepared by BNP Paribas and is submitted as a part of this application.

5.42. The delivery of this development is subject to some significant costs, not least the provision of the new Stadium which is the overall driver of the proposed scheme. In addition, the proposal must also account for the relocation of the existing David Lloyd facility as well as making a commitment to delivering a range of other community benefits such as the proposed medical centre.

5.43. Notwithstanding this, the applicant is committed to delivering a contribution towards affordable housing whilst still ensuring the wider viability of the scheme. The proposal to offer all accommodation within Block 1 as affordable housing forms that commitment.

5.44. It should also be noted that it is likely that Block 1 will be the first residential element of the development that would be delivered in conjunction with the Stadium itself. In this scenario, another benefit of the development is delivered at an early stage.

5.45. The proposed contribution of 191 units of affordable housing is therefore another key planning benefit of the proposal now being put forward.

## Design, Architecture and Landscaping

5.46. A detailed assessment of the various elements of design, architecture and landscaping that form the proposed development is set out within the Design and Access Statement prepared by Leach Rhodes Walker that is submitted with the application. As such, it is not proposed to repeat this detail in full here but some key elements are worth highlighting as below:

- *The new Stadium is at the heart of the development and is most visible in views on the main approach from the north. The Stadium is an integral part of the development and is promoted as such as opposed to being a hidden form;*
- *Scale is contained at the centremost points of the site with this dropping lower on all site boundaries to respond to the heights of existing neighbouring homes;*
- *The distances between new accommodation and existing homes is significant on the majority of boundaries. Where buildings do meet the highway on Westfield Avenue, this establishes a normal 'street-to-street' relationship with neighbouring buildings;*
- *A green buffer is maintained on all existing site boundaries where development does not currently meet the street. This means that there is natural edge between existing and proposed accommodation;*
- *Notwithstanding the green buffers, significantly increases permeability is created both through and across the site. These new routes, particularly for working, can encourage interaction between the existing neighbourhood and the new addition in a way that is not possible currently;*
- *The proposed layout offers a strong north-to-south spine route that gives equal prominence to both the new Stadium and the residential accommodation that it is integrated with;*
- *With most vehicular access contained in undercroft and basement parking areas access from Westfield Avenue, the majority of the streets and landscaped areas around the site can give priority to those on foot. This ensures a positive environment that is not dominated by either parked or moving vehicles;*
- *The layout of access streets and courtyards means that areas of both public and residents' shared amenity space are provided. This is in addition to the private external amenity spaces provided to units in the form of balconies and terraces;*
- *The overall layout has been designed to ensure the equal success of this area on both matchdays and non-matchdays. In particular, the separation of residents' car parking access from Westfield Avenue and the main pedestrian access into the site from Kingfield Road means that residents will not be impacted by the larger flows of supporters both immediately before and after matches;*

- *For the residential blocks, a high quality and durable brick has been chosen so that it complements the materials used in existing neighbouring residential buildings; and*
- *Emphasis has been given to articulation of the buildings in order to link the scale of these to both neighbouring blocks and the street.*

- 5.47. The overall drive of the development's design ensures that the Stadium and new residential accommodation are equally integral to layout. Each of the factors noted here ensure that this will be achieved whilst also ensuring that this new element of development can also be linked and connected with the existing neighbourhood around it.
- 5.48. It should be reiterated that the proposed design was subject to an independent review through the Design South East Review Panel. Comprising a number of architects and landscape designers, this Panel was very supportive of the overall principles that the design incorporates. The development has continued to evolve since the Panel's review in September and is considered to now address their views even further.
- 5.49. Overall, the proposed development will deliver a scheme of high quality design that creates attractive buildings with their own identity but which also reflect the character of existing buildings in the local area through the use of similar materials. This is further enhanced through high quality landscaping and public realm to ensure that all residents and visitors can enjoy the spaces around them. This therefore reflects the requirements of Policies CS21, CS24 and DM17.

## **Residential Amenity**

- 5.50. As with all development, ensuring the amenity of all residents has been integral to preparing the design now put forward. The quality of this amenity must be ensured and this has been considered across a range of items.

### Noise

- 5.51. A full assessment of existing background noise has been undertaken by Sandy Brown. Noise levels were monitored from a number of locations around the site and measurements were taken across appropriate periods of time such that this reflects both matchday and non-matchday conditions.
- 5.52. From these existing conditions, baselines have been established which the completed residential units will be required to achieve to ensure appropriate amenity conditions to new residents. These details will form part of the specification during detailed design and construction phases such that appropriate amenity will be achieved.
- 5.53. This requirement can be secured via an appropriately worded condition to ensure that this specification is achieved in the final construction.



- 5.54. With regard to noise emanating from the proposed Stadium, this has also been assessed by Sandy Brown. This confirms that the impact upon existing and proposed residents will be negligible, including where crowds are arriving and departing from the Stadium.
- 5.55. As such, the two different uses can continue to coexist whilst also ensuring appropriate living conditions as required by Policy DM7.

### Privacy

- 5.56. The large scale of this site means that there is a significant distance between all existing properties and the tallest elements of the proposed development which are contained within the centre of the site. This means that the development does not create opportunity for the material overlooking to or from existing and proposed accommodation.
- 5.57. The closest relationship to existing homes is where the smaller (2-4 storey) blocks face the existing flatted development across Westfield Avenue. This distance is 23 metres, in excess of a normal 'street-to-street' relationship. In this location, the taller elements are at least 60 metres distance and as such will have impact upon amenity.
- 5.58. Within the new development, the closest distance between facing blocks is 20 metres. Again, this distance is sufficient to ensure that there is no material sense of overlooking or loss of privacy to any residents within these buildings.
- 5.59. It should also be noted that the enclosed form of the new Stadium means that there will not be any direct overlooking from the matchday crowd towards neighbouring residential units.
- 5.60. The development therefore ensures privacy is maintained or provided for all residents.

### Daylight and Sunlight

- 5.61. An assessment of the protection of daylight and sunlight to both the proposed development and neighbouring properties has been undertaken by EB7. This confirms that the proposed development will maintain appropriate material levels of daylight and sunlight to all relevant properties.
- 5.62. This therefore reflects the requirements of Policy DM7.

### Stadium Lighting

- 5.63. The nature of the proposed development means that the Stadium delivers a quite specific element of lighting that does not normally arise, namely the floodlighting to the pitch to allow games to be played in winter afternoons and evenings throughout the year.

- 5.64. Regardless of the scenario that lighting to the pitch will only be in use on a very limited number of days and times throughout any year, it is necessary to confirm that this lighting will not impact upon these residents living in closest proximity.
- 5.65. As such, a specialist lighting contractor, DPA, was appointed and has produced a Lighting Strategy for the Stadium and its surroundings that is submitted as a part of this application.
- 5.66. This strategy has made specific recommendations about the type and layout of the lighting that will be used. It should be noted that the pitch lighting will be provided on low gantries above the roofs of the east and west stands; the Stadium will not utilise tall pylons at the corners.
- 5.67. The assessment addresses each of the closest residential windows, both existing homes and the proposed new accommodation. In all cases, this confirms that the lighting will have no material adverse impact upon the amenity of residents within those properties.
- 5.68. The limited impacts of the lighting can be further reduced by following the recommendation that the lighting levels are always reduced to the lowest mode by 22:30 in the evenings. Finally, the proposed landscaping and maintained border planting together further mitigate any potential impacts of the lights.
- 5.69. Taken together, the assessment by DPA confirms no material harm to amenity as a result of the proposed pitch lighting.

### Managing Construction

- 5.70. Whilst only a temporary effect, it is acknowledged that construction will inevitably have some impact upon those who live and work in the immediate vicinity of the site.
- 5.71. In light of the consideration that is being given to this matter, a draft Construction Management Plan has been provided as part of this application which includes input from a construction contractor. This draft is provided as a clear indication of the commitment to minimising these impacts as far as is possible.
- 5.72. It is expected that a more detailed Construction Management Plan will be prepared and agreed with the Council prior to any works commencing on-site. Given this first proactive step, the Applicant is more than willing to accept this commitment through the use of a planning condition if this is deemed necessary.

### **Transport and Travel**

- 5.73. A full and detailed Transport Assessment to support the proposed development has been prepared by Vectos and is submitted as a part of this planning application. This addresses both the regular effects of the additional residential development that is proposed in the context of the existing local transport and highways networks as well as also considering the less regular effects of the use of the Stadium itself.

- 5.74. In preparing the Transport Assessment, draft Travel Plans for both the residential and Stadium elements of the development have also been prepared. This set out suggested measures to ensure that both residents and Stadium visitors are aware of the range of different transport options that are available to them.
- 5.75. Overall, the proposed development seeks to keep the main streets predominantly free of cars and servicing vehicles in order to give precedence to those wanting to walk, cycle or play in the streets. This is intended to both create a more positive street environment at all times for those living on the site and ensure safe conditions for visitors walking to and from the Stadium both before and after matches.
- 5.76. This is achieved through the use of undercroft and basement level car parking for the residential developments access directly from two points on Westfield Avenue. This is entirely separate from the main street level around the Stadium and leading to the residential blocks.
- 5.77. A separate surface car parking area of approximately 60 spaces will be provided to the north east of the Stadium. This will be strictly for match officials and disabled visitors on matchdays and not used for general car parking. Outside of matchday, this spaces will be utilised by both the medical centre and other users of the Stadium for non-matchday activities.
- 5.78. Taken together with a range of initiatives to encourage alternative methods of transport for both residents and visitors, the proposed development will ensure that the travel requirements of existing residents, new residents and users of the Stadium can all be met in accordance with the expectations of Policy CS18.

### Residential Car Parking and Interaction with the Local Highways

- 5.79. Both Woking Borough Council and Surrey County Council (as the local highway authority) have adopted standards for the levels of car parking that should be provided to residential developments.
- 5.80. Woking Borough Council's Parking Standards Supplementary Planning Document (April 2018) sets out *minimum* standards of 0.5 spaces for all 1-bedroom flats and 1 space for all 2-bedroom and 3-bedroom flats. Based upon these standards, the proposed development should provide a minimum of 791 residential car parking spaces.
- 5.81. Surrey County Council's Parking Guidance Document (January 2018) sets out *maximum* standards of 1 space per 1-bedroom, 2-bedroom or 3-bedroom unit in this location. This means that the proposed development should provide a maximum of 1,048 residential car parking spaces.
- 5.82. The development proposes a total of 791 residential car parking spaces (this figures excludes capacity for providing some 'tandem' spaces and community spaces adjacent to the concierge building). The proposed development therefore meets both the minimum requirements of Woking Borough Council's parking standards and the maximum requirements of Surrey County Council's standards.
- 5.83. Car parking provision is in addition to the range of measures to encourage transport other than just private car ownership within the development.

- 5.84. The second element of provision of additional car parking capacity is to ensure that the existing road networks can accommodate these additional vehicles and movements relative to existing situations. In order to inform an assessment of this impact, a series of traffic surveys were completed across a series of peak, off-peak, matchday and non-matchday times in order to establish current base conditions.
- 5.85. Taking account also for the removal of existing traffic to and from the existing David Lloyd facility (to reflect its relocation), traffic movements to and from the proposed residential development and across the local highway networks have been modelled.
- 5.86. This modelling confirms that all local junctions and sections can accommodate the additional movements of vehicles that the development will provide for with the exception of some short-term over-capacity to some junctions in a scenario where the Stadium is at full capacity.
- 5.87. Such occasions can be mitigated and managed by an Event Management Plan / Stadium Travel Plan. In all other circumstances, the proposed development will maintain the usability of the existing highway network to accommodate movement of additional residents from the development.

### Residential Cycle Parking

- 5.88. Woking Borough Council's Parking Standards Supplementary Planning Document (April 2018) states that each residential unit should be provided with capacity to store 2 cycles. This is applied equally across all forms of dwellings, both houses and flatted developments.
- 5.89. The same requirements within Surrey County Council's Parking Guidance Document (January 2018) is to provide each residential unit with capacity for storage of one cycle.
- 5.90. Following discussions with both Woking Borough Council and Surrey County Council, an approach has been agreed where every flat will be provided with one space for storage of a full size cycle. These will be provided within communal cycle stores within the main undercroft and basement parking areas.
- 5.91. Additionally, every flat will contain space for the storage of a folding cycle including capacity for electric charging. The development's management company will also supply an appropriate folding cycle; this will be loaned to the resident but will be maintained as part of the flat as and when a resident moves in or out.
- 5.92. Together, the capacity for storage of both full-size and folding cycles ensures that the cycle standards can be met in full but without additional space needing to be used inefficiently on the site. Moreover, by providing a cycle to each unit the development can actively encourage cycling as opposed to only providing capacity for provision.

### Alternative Travel Options and Sustainable Transport

- 5.93. The development is also designed to support and encourage other forms of travel and transport beyond just private car ownership and more sustainable travel.

5.94. Additional elements include:

- As well as the provision of cycle storage capacity and folding cycles, a cycle hire scheme and supporting workshop could operate from the concierge building;
- Initial agreement has been reached with a service provider to establish a car club at the site. This will offer cars for short term hire with initial membership provided to all new residents;
- Opportunities and applications to support car-pooling will be encouraged and promoted to new residents as part of the development's travel plan. This can encourage the sharing of car for shared journeys; and
- All residential car parking bays will be fitted with passive electric charging points. These can be converted to an active charging point as and when required by each individual resident which will be installed by the development's management.

5.95. All of the above elements can be supported within the community concierge building at the main access point to the site which can act as a centre for the provision and support of the various schemes. This will be in addition to the day-to-day services of accepting most deliveries for residents to minimise the need for such vehicles to enter the site and keep the streets predominantly traffic free.

### Servicing

5.96. The refuse strategy for the apartments is intended to be via refuse chutes. This will allow the segregation of refuse, to allow for proper recycling. This is beneficial for residents as it will minimise the distance that residents need to take refuse through the building, and thus minimises the ability to abuse any refuse impacts on the buildings.

5.97. The chutes are to terminate at the lower ground floor level in refuse stores, with bins sized to the number of units in that block (in accordance with Woking standards). The refuse bins are managed by the management company, who move the bins when full and replace empty ones in the refuse store. This will ensure that this area is well managed and minimise the risk of refuse being left for a long period of time.

5.98. Collection will happen by the management company moving bins via the dedicated refuse lifts, out onto dedicated collection points on the main road. Following collection, empty bins will be returned promptly to the refuse stores by the management company.

5.99. The number of refuse bins provided has been calculated within the Design and Access statement using standard guidance. This is in full accordance with Planning and Building Policy and shall mean that waste and recycling is adequately managed for the residential dwellings.

- 5.100. Concerning the stadium, Woking Borough Council Commercial Waste Section will collect, sort, dispose and recycle all the waste produced in the stadium. All collections are to be early morning to reduce odours and the risk of attracting vermin. Each main area within the stadium will have a recycling storage unit, and all kitchens will also be served by a common waste storage area within the ground floor.
- 5.101. A draft waste management plan for the Stadium is provided within the Design and Access Statement. This seeks to set out how waste will be managed within the stadium confines off Kingfield Road. Please refer to this for further details of the waste and refuse strategy.
- 5.102. This therefore reflects the requirements of Policy DM16.

### Matchday

- 5.103. As noted above, a draft Event Management Plan has been prepared that sets out a range of options to accommodate the effects of visitors travelling to and from the enlarged Stadium. This provides details of initiatives that Woking Football Club can adopt in order to manage the movements of people to and from the Stadium and most particularly in peak times before and after football matches.
- 5.104. It should be noted that surveys of car parking on the streets in the local area around the existing Kingfield Stadium highlighted that there is capacity on these streets even during match periods. This suggests that there remains some additional capacity for car parking locally.
- 5.105. Notwithstanding this, Woking Football Club is seeking to promote alternatives means of visitor access as follows. The initial draft of the Management Plan for the Stadium proposes to:
- Widely advertise and promote the existing walking routes between the Stadium and the railway station / town centre;
  - Provision of additional way-finding and route information for walking around the Stadium to raise awareness of the different available routes;
  - Promotion of a 'park and stride' facility with visitors encouraged to park in existing car parks elsewhere in the town and then complete their journey on foot;
  - Provision of additional facilities for cycle parking around the Stadium; and
  - Following initial discussions with the local bus operator, Arriva, support for the duplication of bus services on the existing Service 34 route both before and after matches to increase capacity to reach the Stadium by bus from both Woking and Guildford railway stations.
- 5.106. Taken together, these initiatives can ensure that residents and the Stadium can coexist successfully. All initiatives are intended to be progressed and updated as necessary and can incorporate further changes through regular review of the Travel Plan to ensure that the best outcome can be achieved.

## **Sustainability**

- 5.107. As a general principle, the proposed development is on brownfield land which is a sustainable means of construction in line with Policy CS22. But the development also goes much further on sustainability matters with regard to specific elements within the development.
- 5.108. A full assessment of these matters are provided within the Sustainability Strategy Report and Energy Strategy Report that have been prepared by Elementa and form parts of this submission. However, key items are highlighted below.

### Energy

- 5.109. It is a requirement of Policies CS22 and CS23 that major residential developments achieve not less than a 19% improvement in energy emission versus the relevant section of Part L of the Building Regulations and that major non-residential developments achieve BREEAM 'Very Good' standards respectively.
- 5.110. For the residential element, an approach incorporating passive design measures has been followed to ensure that the fabric of the building is such that a reduction in the need to use energy for heating and cooling is inherent to the design. By reducing the need to use energy through heat retention and natural cooling this by definition reduces demand for energy use.
- 5.111. Additionally, it is proposed to install air-source heat pumps (ASHP) to provide heating and cooling.
- 5.112. Together, these approaches will deliver a 26.4% improvement in energy emission versus the relevant section of Part L of the Building Regulations. The development therefore exceeds the minimum expectations of Policies CS22 and CS23.
- 5.113. With regard to the non-domestic elements, a similar approach to ensuring the fabric supports natural heating and cooling with ASHP systems supplementing this will achieve a 20.2% reduction in carbon emissions versus the relevant section of Part L of the Building Regulations which will form part of achieving the required BREEAM 'Very Good' rating.
- 5.114. Together, the scheme as a whole delivers a reduction in energy emissions versus relevant parts of the Building Regulations of 25.8%. This is a significant achievement and reflects the importance of achieving sustainable development that has underpinned design development.

### Greening of the Scheme

- 5.115. Detailed Ecology and Arboriculture Assessments have been prepared and submitted with this application which assess the effects upon existing conditions as a result of the proposed development. However, it should be noted that significant effort is being made to ensure additional greening and landscaping is provided compared to the existing situation.

5.116. This includes:

- *Retention of the majority of existing trees on the site's boundaries and introduction of additional tree planting on the boundaries, along the main axial streets and between each of the residential blocks;*
- *Creation of planted courtyards in the centre of each of the residential blocks;*
- *Provision of planted pocket parks and play spaces;*
- *Significant other planting to complement the trees within each courtyard and open area; and*
- *Provision of green roofs on all unused roof spaces on the residential blocks.*

5.117. Together, these provisions all add significantly increased greening to the site compared to the existing situation to create softer boundaries and roofscapes that enhance the appearance of the development.

5.118. The proposed development therefore reflects the requirements of Policies CS7 and DM2.

#### Suitable Alternative Natural Greenspace (SANG)

5.119. In common with all residential development in the Borough, to reflect the requirements of the Thames Heath Basins Special Protection Area Avoidance Strategy by making a contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the related Strategic Access Management and Monitoring (SAMM) contribution.

5.120. These contributions are acknowledged and it is understood that these will be secured through a combination of the a proportion of the development's payment towards the Community Infrastructure Levy (CIL) and separate agreement within a S106 legal agreement.

#### **Environmental Matters**

5.121. As noted, appropriate Ecology and Arboriculture Assessment have been prepared which have assessed existing local conditions. These have concluded that the proposed development will not create harm to these existing conditions and the proposed development can also bring enhancements such as the greening of the site noted above.

5.122. A number of other environmental matters have also been assessed.

#### Air Quality



- 5.123. Existing air quality conditions have been measured to establish baseline conditions. These have then been used by Air Quality Consultants to prepare an assessment of the proposed development and the resulting conditions for both existing and new residents.
- 5.124. This assessment concludes that good air quality can be maintained as a result of the proposed development. It is noted that some mitigation methods will need to be employed during demolition and construction phases to ensure that no harm arises in terms of dust creation. Relevant protection can be secured as part of a Construction Management Plan.
- 5.125. Given the maintenance of appropriate air quality conditions, this therefore reflects the requirements of Policy DM5.

### Managing Flood Risk and Drainage

- 5.126. A full Flood Risk Assessment has been prepared by RMA Environmental and is submitted with this application. This notes the following:
- *The entire development site lies within the Environment Agency's Flood Zone 1, the area at lowest risk of fluvial flooding;*
  - *The site enjoys the benefits of the recently completed Hoe Valley Restoration Scheme flood defences. As a result, these flood defences should provide protection against a 100 year flood event, even when making a 35% allowance for climate change;*
  - *In the purely theoretical scenario of an undefended 100 year flood event, including a 35% allowance for climate change, in order to set a worst case scenario then the northern part of the site could flood up to a maximum of 1 metre. However, all residential accommodation is at least 1.5 metres above existing ground level and as such all dwellings would maintain a safe refuge;*
  - *With regard to surface water flooding, most areas of the site are at low or very low risk and post-development any ponding in extreme events will be re-distributed to open spaces and roads as low points. However;*
  - *This limited risk of surface flooding will be further mitigated against through the use of the green roofs, lined permeable paving and geo-cellular tanks to limit surface water runoff to 30 litres per second. This attenuation would therefore provide for all drainage scenarios up to a 1 in 100 year event that also makes a 40% allowance for climate change.*
- 5.127. Given therefore both the existing good conditions and the various other mitigation elements being proposed, the development will have no impact upon flood risk or drainage for either this site or neighbouring areas.

### Wind Modelling

- 5.128. A model of the proposed development has been subject to wind tunnel testing to ensure that the new building forms do not create any adverse wind conditions. This has assessed potential impacts of wind upon those coming to and from the Stadium or ancillary community facilities, those entering and exiting the residential buildings, the usability of external areas on the upper floors of the residential buildings and the junctions where the new development meets the existing street network.
- 5.129. The proposed development was amended during the course of this testing to ensure that as a result there are no adverse wind conditions created. This means that all existing and incoming residents and visitors can enjoy their homes and new streets without impact from excessive wind.

### Addressing Contamination

- 5.130. A full review of existing ground conditions has been undertaken by Jomas Associates and is submitted as a part of this application. Whilst these investigations have noted the potential presence of some contaminants within the soil, the probability of impact is considered to be low.
- 5.131. As with any development, consideration will need to be given to addressing potential contaminants during construction. This can be addressed with a full contaminants plan to be prepared and agreed prior to development commencing with appropriate risk mitigation being adhered to throughout the construction process.
- 5.132. For future occupancy of the site, it is recommended that any existing made ground that will be removed to make way for soft landscaping should be replaced with approximately 600mm of imported clean soil that is placed upon a membrane.
- 5.133. The proposed development therefore does not raise any significant requirements in regard to contamination.

## 6. Conclusions

- 6.1. This application is driven by the provision of a new Stadium that will secure the long-term future of Woking Football Club, not only as a sporting entity but also with regard to their role as a significant contributor to the local community.
- 6.2. The Stadium has been designed in full consultation with the Club in order to meet its needs both today and in the future in such a way as to ensure that ambitions on the pitch are not inhibited by facilities and off-field requirements. The proposed capacity will allow the Club to grow into the future.
- 6.3. To ensure the long-term sustainability of Woking Football Club, the new Stadium offers a range of facilities that can be used outside of matchdays. This ensures a regular income for the Club such that it is not dependent only upon matchdays to support itself.
- 6.4. The inherent flexibility of these ancillary facilities are such that they can be used by a range of businesses, services and community groups far beyond just the Football Club. This further enhances the Stadium's ability to be an important facility at the heart of not only this development but by the wider local area.
- 6.5. The provision of medical centre with the ability to house several GPs will also offer a contribution to the local area more widely and relieve an acknowledged need for an increased provision of such medical services. Such a facility can come forward as an integrated part of the proposed development.
- 6.6. The associated delivery of 1,048 dwellings will equate to over three years of the Borough's housing supply of 292dpa. Not only will this help ease the pressure on housing in Woking, but it will deliver this without requiring a significant release of Green Belt land. Each of the houses proposed at the Kingfield Road site will also be on Brownfield land, minimising the potential adverse impacts on ecology and the environment.
- 6.7. The development is allocated under policy UA44 of the Core Strategy. By allowing this development, a key element of the Council's housing growth strategy will be facilitated through a process which has been publically assessed, consulted and implemented.
- 6.8. Unlike smaller or piecemeal contributions, this development offers an opportunity to comprehensively design and integrate these new homes into the existing community and also deliver a community facility that provides a ready-made hub for integrating new and existing residents into a cohesive whole.
- 6.9. The Borough's Brownfield Register has noted the principle of utilising this site for residential development. If approached correctly, this can be extended to also delivering a Stadium that can be a focus for increased sporting success and local community integration.

- 6.10. The stadium and the residential development are intrinsically linked, creating a viable and deliverable development. The value arising from the residential development is essential to secure the delivery of the Stadium.
- 6.11. The opportunity to provide a significant amount of high-quality housing, in a sustainable urban location will provide an opportunity to revitalise this area of Woking whilst serving to help prevent a significant amount of Green Belt release.
- 6.12. Together with the enhanced Stadium, these community facilities will offer many benefits to local people and should be embraced.