



Land South of Kingfield Road and East of Westfield Avenue,

Westfield, Woking, Surrey, GU22 9PF.

Appeal by Goldev Woking Ltd

LPA Ref: PLAN/2019/1176

PINS Reference: APP/A3655/W/20/3265969

South Woking Action Group

Proof of Evidence of Neil Jarman

1.0 Introduction and Scope of Evidence

- 1.1 I am Neil Jarman. I have lived in Woking for 37 years, living at 7 Turnoak Avenue GU22 0AJ since 1997.
- 1.2 I first became concerned about the proposed development of the Appeal site in 2018 when the agreement between Goldev and Woking Borough Council (“WBC”) became public knowledge. I made written representations concerning the appeal site with respect to the Regulation 19 consultation on the WBC Site Allocations Development Plan Document (“SADPD”) and then attended the Inspector’s Hearing in Public in December 2019, just after the Appeal application had been made. I have made subsequent written submissions to the Inspector as well as to WBC on their revised proposed SADPD text in relation to the site.
- 1.3 I attended one session of the exhibition held by Goldev at Woking Football Club (“WFC”) outlining the intended scheme in July 2019 and the subsequent first public meeting held by HVNF the same month. I however did not however become active with South Woking Action Group (“SWAG”) until December 2019.
- 1.4 In my professional life I am an acoustic consultant. I joined the practice that became Cole Jarman in 1994. Since 2017 Cole Jarman has been part of the RSK Group. I stood down from Director role in 2020. My expertise relates to both environmental and building acoustics. I have written many reports on noise related matters for planning applications. I have also presented noise evidence at planning inquiries and hearings for private and public sector clients.
- 1.5 In this case I am presenting evidence as a local resident on behalf of SWAG. In this evidence I address the following matters of concern to this Inquiry:
 - a) The relevance of the developing SADPD policy for the appeal site and the context of how that policy is evolving.

- b) The character of the area in the vicinity of the appeal site and its relationship to Woking Town Centre, compared to the appeal scheme.
- c) The proposed housing mix for the appeal site
- d) Parking provision associated with the appeal site and the consequential effects upon the surrounding area.

2.0 Site Allocations Development Plan Document

- 2.1 The appeal site is substantially made up of site UA42 as described in the *WBC Schedule of Proposed Main Modifications to the Regulation 19 Consultation* document September 2020, formerly UA44 as described in the *WBC Site Allocations Development Plan Document Regulation 19 Consultation* Document November 2018, with minor modifications July 2019 (CD 4.4)
- 2.2 Amendments to the description for UA42 have been proposed by WBC in response to the *Inspector's Post Hearings letter* dated 7th February 2020 (CD4.19)
- 2.3 I provide some background to the development of the SADPD text in relation to the appeal site and to demonstrate that the appeal site proposal does not comply with the site allocation modifications as instructed by the Inspector.
- 2.4 In the *Woking Strategic Housing Land Availability Assessment* (October 2018 update) the appeal site minus David Lloyd and the houses to the north west corner of the appeal site was identified for a potential housing yield of 40 residences and for those to be family houses/flats. (P.54-55 of pdf Appendix 3.)
- 2.5 At full Council meeting of 18th October 2018 councillors considered the draft SADPD. Included was a recommendation for the almost complete appeal site. (see Appendix A for the pages 286-289 relating to the appeal site, then referenced as UA45). This included text giving an anticipated yield of 992 dwellings, 10,000 m² of commercial floor space and 671 parking

spaces. At the meeting Councillors resolved to remove the numbers of dwellings from the document. (See Appendix B for Page 144 of meeting minutes)

2.6 Public Examination of the draft SADPD. Regulation 19 Consultation with Minor Modifications July 2019 (CD 4.4, See Appendix C for UA44 P 231-234) was held in December 2019, with representations in relation to the football ground site heard on 10th December. Amongst those representations was that from Savills on behalf of Goldev Woking (CD 4.6). Paragraphs 7.6- 7.35 outline how Savills proposed the text supporting UA 44 be amended, in particular:

- a) New Community Stadium with capacity for approximately 10,000 people
- b) Associated Commercial uses, approximately 500 – 1,000 sq. m.
- c) Approximately 950 – 1,000 residential dwellings
- d) Associated new parking.
- e) Relocation of David Lloyd Centre to part of allocation GB7

2.7 On affordable housing the draft policy for UA44 proposed 40% affordable homes. Savills (para7.19) stated *“On the basis of the uses allocated, and clear objective to provide a new Community Stadium (with associated social and economic benefits), this requirement is likely to be unviable.”* (my underlining). They sought only there be *“an appropriate level of affordable housing”*.

2.8 Savills argued for tall buildings (para 7.24) and sought to remove the specific reference to car parking standards. (para 7.27). They did not propose a specific mix of market housing, but (at 7.8) said there should be *“an appropriate mix of market housing to generate the necessary value”*.

2.9 Ward Cllrs Morales and Hughes, Robert Shatwell and I attended the 10th December session arguing against the modifications proposed and supported development conforming with relevant core strategy policies. On housing numbers for the site given the required stadium size if around 1,000 dwellings were proposed I argued that would result in a housing density

of around 330-400 dwellings per hectare, very substantially above densities in the area and those outlined in Core Strategy CS10. WBC officers advised the Inspector that conforming to CS10 some 126 dwellings would be provided on the site. WBC officers also advised the site was not suitable for tall buildings, that parking standards should be retained (for residential and stadium uses) and that retail on the site should be for local needs only. On affordable housing it was argued rather than decreasing the % affordable housing as proposed by Savills the figure should be greater, up to 50% because of the public land ownership as outlined in core strategy CS 12. The Inspector was advised how small crowds were that attended WFC matches and that there was no justification for a 10,000 capacity stadium.

2.10 The Inspector rejected Savills proposals in CD4.19. On UA44 he stated:

"...to ensure that Policy UA44 is soundly based in these regards an indicative quantum of residential development should be included, alongside the other modifications already discussed at the hearing. The figure should be based on an assessment of the developable land available over and above the proportion of the site required for the football stadium and associated retailing and be in line with the indicative densities set out in Policy CS10 of the Core Strategy. "

And:

"Confirmation as to whether the UA44 site is in public ownership, is also now necessary to ensure that the appropriate affordable housing requirement is reflected in the policy and included as a main modification, if necessary."

2.11 WBC's consultation response to the Inspector's letter gives a residential yield for the site of just 93 dwellings. WBC have recently submitted responses to the consultation to the Inspector. Particular concerns I raised are:

- 1) The assumed developable area for residential use is not stated, so assessed housing density cannot be derived. It is unclear whether high density in a small areas or low

density over a larger area is expected. To conform with the Inspector's guidance a density of 30-50 DPH would apply.

- 2) The need to refer to achieving adopted car and cycling parking standards.
- 3) Stating explicitly that the site is not suitable for tall buildings.
- 4) Text to state % affordable housing for site.
- 5) With respect to housing mix to note that a greater provision of 3- and 4-bedroom properties would also be acceptable given the prevalence towards provision of smaller flats in central Woking.

3.0 The Character of the Area in the Vicinity of the Appeal Site and its Relationship to Woking Town Centre, Compared to the Appeal Scheme.

3.1 The area around the site is some 700m south of the edge of Woking Town Centre (as defined in Core Strategy Appendix 3 CD4.1).

3.2 The development of tall buildings is directed to the town centre, CS1 advising:

"In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas."

3.3 At 3.8 the Core Strategy advises again directing tall buildings to the town centre:

".. Tall buildings can act as gateway and focal points in the Town Centre."

3.4 In CS21 for new development:

"Create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land. Tall buildings could

be supported in Woking Town Centre, if well designed and can be justified within the context.

The impacts of any proposal will be fully assessed and an Area Action Plan will be prepared to set out details of how it will be managed.”

- 3.5 The appeal site is not town centre, not even close to town centre and in my opinion not suitable for tall buildings of up to 11 storeys in height. In the Woking Design Guide SPD (CD4.13) advice is given on tall buildings. At 4.2 it advises:

“...tall buildings are defined as buildings which are significantly taller than those around them” and “..any building two or more storeys higher than neighbouring properties could be considered tall”.

- 3.6 And at 3.8 of the Core Strategy:

“Whether a building is considered ‘tall’ will depend on the relationship between the building and the surrounding built form. In assessing a building’s suitability in terms of height, consideration will be given to the relative height of the building compared to neighbouring buildings, the building’s mass, the topography of the site and impact on the Borough skyline, and the context of the building’s location in terms of any historic, conservation or amenity constraints”

- 3.7 Clearly applicable to the appeal site, the Woking Design SPD advises at 4.3:

“Areas with a predominantly low-rise character, which are outside the core of the town centre, are not considered suitable for tall buildings, regardless of a lack of recognised heritage assets.”

- 3.8 In CS24 developments are to:

“...provide a positive benefit in terms of landscape and townscape character, and local distinctiveness and will have regard to landscape character areas.”

- 3.9 Further guidance on building heights is found at 4.2 of the Woking Design SPD. Even for Woking town centre a tall building is defined as above 6 storeys high.

- 3.10 In the context of tall buildings for Woking Town Centre it states:

“To ensure clarity, all tall building applications should quote building heights, numbers of storeys and Ordnance Datum Level when presenting proposals and clearly demonstrate the proposal's relationship to adjacent building heights.”

3.11 SWAG have undertaken a survey noting building heights in the wider area surrounding the site as shown in the attached Figure 1, the plan included with the application Page 27 of the Design and Access Statement being inaccurate and limited in area.

3.12 From this it will be noted :

- a) The overwhelming majority of the buildings around the site are 1,2 or 3 storeys only.
- b) South of the site on Westfield Avenue buildings are mostly bungalows or chalet bungalows.
- c) The only building 6 storeys or higher in the area is Craigmore Tower.
- d) Only one building is 5 storeys high, the apartment block (Hazel House) adjacent to the north west corner of the site, which forms part of the Willow Reach development. Adjacent to that is the four storey Beech House. The Leslie Gosden football stand is equivalent to around 5 storeys high.
- e) The only other four storey buildings are eight buildings in the vicinity of Claremont Avenue (they only comprise around 1/8 of the total buildings in that area) and one in Belgrave Manor, all in the High Density residential area.

3.13 In 2020 an appeal was dismissed for a proposed 17 storey tower close to the town centre boundary at Poole Road (ref APP/A3655/W/19/3229047). The Inspector noted (para 18 and 21) that areas outside the town centre core with a predominantly low-rise character are not considered suitable for tall buildings. A tall building surrounded by low-rise buildings would appear very much taller and larger in scale than its context (para 24), the buildings mass and bulk would be excessive for its location and would have an adverse effect on the character and appearance of the surrounding area (para 31)

3.14 In the Officers' report for the current appeal site (CD3.1) at para 232 it was argued that the application site was different because it would create its own environment. However, that new environment would be limited to the one central boulevard boxed in by the stadium on one side and the tall towers the other and the short spurs off that. Outside the site the multiple towers would impact all the extensive surrounding residential areas and streets and even the Hoe Valley Linear Park.

3.15 The appeal buildings are 29-34m in height and would tower over the existing adjacent buildings, including the tallest, Hazel House which is 13m high. This is graphically illustrated by reference to application drawing Proposed Street Scene Elevation Sheet 1, segments of which reproduce below:



Westfield Avenue bungalows with Block 4 behind



13m high Hazel House compared to 34m high Block 1

3.16 The 12-storey block of flats Craigmores Tower is a unique building within the High Density residential area of Woking, built long before the Core Strategy adoption, with no other similar height buildings in Woking existing outside Woking Town Centre. A planning application (Plan/2020/0766) to install new telecoms equipment on the roof was refused consent, the reason being:

“The proposed telecommunications apparatuswould appear overtly prominent and have a significant detrimental impact on the visual amenity, character and appearance of the surrounding area considering the significant height of Craigmores Tower in relation to the surrounding building and its elevated positioning.”

3.17 A significant difference between Craigmores Tower and the appeal proposals concerns housing density. It is a block of just 35 flats, with the building located centrally on a generous 0.45ha plot. This equates to a residential density of 78 dph. (see attached Figure 2). The appeal site has a density of 360-380 dph (Para 86 of Officers’ Report CD3.1). To get the same residential density as proposed for the appeal site some 4-5 tower blocks the same size as Craigmores Tower would have to be squeezed onto the 0.45ha site.

3.18 WBC guidance on housing densities are in CS10. The proposed density is equivalent to the indicative densities for Woking Town Centre (in excess of 200dph). In the officer’s report (CD3.1) at Para 89 it was suggested that;

“The proposed density would also be comparable with the ‘High Density Residential Area’ mentioned in paragraph 5.61 of the Core Strategy, which states that “Development proposals in the High Density Residential Areas, as defined on the Proposals Map, will be permitted at densities generally in excess of 70dph in order to make the most efficient use of land”.

3.19 This is however to misrepresent the policy. If densities comparable to the town centre were acceptable in High Density residential areas then the supporting text would have said in excess of 200dph not 70dph. The intent is clear that the High Density residential areas are seen as a transition between the town centre and the outer areas.

- 3.20 This is reinforced by the plan on p 27 of the Woking Design SPD (CD4.13) which shows the southern edge of the town centre as being a *“low rise, edge of centre context”*.
- 3.21 The Claremont Avenue area is within the High Density residential area. It has a mixture of flats (up to 4 storeys generally as noted) and houses, with low level flats replacing houses over the years. The four blocks of flats at the south end of Claremont Avenue nearest the appeal site have a density of around 70dph, so can be said to reflect the policy for the area. The proximity of the appeal site to this high density residential area therefore does not justify the extremely high densities of the appeal proposals.
- 3.22 On the west side of Westfield Avenue is the Willow Reach development. Consent for the residential development was granted in 2007 (ref 2006/1237) at a residential density of 80 dwellings per hectare (See officer’s report page 41).
- 3.23 In other local roads lower densities exist, quoting (p.41) ranges of 14-56dph. SWAG recognise that low residential densities would not be appropriate in a new scheme and would consider a development density similar to Willow Reach acceptable. The 360-380 dph density of the appeal proposal is far too high.
- 3.24 The high density proposed as well as being out of character leads to the issues with sunlight and daylight affecting proposed and existing houses identified in the reason for refusal.
- 3.25 The Willow Reach site was formerly a waste tip plus several community buildings. In 1995 a proposal for that site to be used for a food supermarket was called in, with the application (Plan 95/0879) being refused following a public inquiry. The Inspector at that inquiry commented on the character of the area:
- a) In relation to the proposed single storey 5,510m² store building *“...it’s mass would be totally out of scale with the surrounding dwellings”*. (para 129)
 - b) In relation to the 15m high Leslie Gosden Stand *“In this area of traditional low rise, including single storey, suburban dwellings, the stand is over dominant and unsympathetic to its neighbours. ... The close proximity of the store and the football ground would not*

only be visually intrusive but I also consider that the combination would be visually overbearing for those living nearby.” (para 130)

3.26 In this case the new residential buildings are each proposed to have a GEA of between 10,000 and 21,000 m² each and the existing 15m high football stand is to be replaced with a series of five residential blocks rising to 29-34m in height. The Inspector’s comment from 1997 with respect to the development being overbearing are equally applicable to the current appeal scheme.

4.0 Housing Mix

4.1 The appeal scheme offers mostly 1 and 2 bed dwellings, the proposed numbers and proportions being as follows, split between market and affordable dwellings, compared to needs identified in the 2015 Strategic House Strategic Housing Market Assessment (SHMA) for Woking alone and across the complete West Surrey area (CD 4.15):

1) Comparison to Woking Needs (SHMA Tables 60 and 61)

	Proposed market dwellings	Woking SHMA need - market dwellings	Difference	Proposed affordable dwellings	Woking SHMA need – affordable dwellings	Difference
1 Bedroom (inc. studios)	294 (51%)	10.9%	+40.1%	220 (47%)	50.3%	-3.3%
2 Bedroom	284 (49%)	28.1%	+20.9%	243 (52%)	24.4%	+27.6%
3 bedrooms	4 (1%)	38.3%	-37.3%	5 (0.5%)	22.3%	-21.8%
4+ bedrooms	0(0%)	22.7%	-22.7%	0 (0%)	2.9%	-2.9%
Total	580 (100%)			468 (100%)		

2) Comparison to West Surrey Needs (SHMA Table 79)

	Proposed market dwellings	West Surrey SHMA need - market dwellings	Difference	Proposed affordable dwellings	West Surrey SHMA need – affordable dwellings	Difference
1 Bedroom (inc. studios)	294 (51%)	10%	+41%	220 (47%)	40%	+7%
2 Bedroom	284 (49%)	30%	+19%	243 (52%)	30%	+22%
3 bedrooms	4 (1%)	40%	-39%	5 (0.5%)	25%	-24%
4+ bedrooms	0(0%)	20%	-20%	0 (0%)	5%	-5%
Total	580 (100%)			468 (100%)		

- 4.2 It should be noted that in CD 3.1 (Officers’ report to committee) the % of each dwelling type (size and market/affordable) was incorrectly considered in total rather than split between affordable and market as I have in the above tables.
- 4.3 Whether using the Woking only or West Surrey needs figures for the market housing the appeal scheme proposes a substantial over supply of 1- and 2-bedroom residences and undersupply of 3- and 4-bedroom residences. For the affordable housing there is a significant over supply of 2-bed residences and under supply of 3-bed residences.
- 4.4 The excess of 1- and 2-bedroom properties will put an undue demand on local resources for primary age and younger children in particular as the development would be likely to house a disproportionate number of young children. This is outlined in the socio-economic section of the ES. At paragraph 6.153 they estimate that there would be 195 children of primary school age in the development, of which there would be only 35 places available within 2.6km. This is described as a moderate adverse significant impact.
- 4.5 205 under 4-year-olds are assessed would live in the development (see Table 6.26 of the ES). However, early years childcare in Woking is recognised to be “*more constrained than the*

Surrey and England average levels” (para 6.83). For this site the effect will be even more significant as the Old Woking Bright Horizons nursery that has around 80 places and operates from the David Lloyd Centre is understood will not transfer.

- 4.6 The annual monitoring report 2019-2020 at figure 7 shows how over the last four years 1- and 2-bedroom properties make up 53-88% of the total housing delivery. Applying the percentages in Figure 7 to the overall completion numbers (as recorded in previous years Annual Monitoring Reports) the overall average property sizes 2010-2020 can be determined compared to the overall average target values as described in 5.72 of the CS:

	Number of Bedrooms in Property			
	1	2	3	4+
Achieved 2010-2020	31%	38%	16%	15%
CS Targets	19%	28%	39%	14%
Variance	+12%	+10%	-23%	+1%

- 4.7 It can be seen that since 2010 there has been an overall oversupply of 1- and 2-bedroom properties of 22% and under supply of 3-bedroom properties of 23%.
- 4.8 Within Woking town centre future developments can be expected to be mostly 1- and 2-bedroom flats.
- 4.9 SWAG believes that a lower density residential development incorporating more 3 and 4 bed family homes would reflect the housing needs of the area. Family homes are less likely to be flats but houses. The Willow Reach development of 149 dwellings includes 78 3- and 4-bedroom homes (52% of total), but still achieves a density around 80 dph.

5.0 Parking

- 5.1 A total of just 60 parking spaces and one coach space is proposed to serve the stadium including the medical centre and retail at the east end of the stadium (CD3.1 Officers’ report P4 and para 293). Eight of those spaces would be for the medical centre, none of which are for patients (para295). 852 parking spaces are proposed to serve the residences.

5.2 The concierge building is indicated having three taxi spaces and three other spaces one being a disabled bay.

5.3 Residential parking provision against SPD standards has been subject of a recent planning appeal Land adjoining 2-12 Rydens Way, Woking GU22 9DW) where the Inspector concluded at 13. *“...that the guidance in the SPD already adequately considers the general sustainability of different parts of the Borough and includes standards that are set to reflect both the location and types of dwellings.”*

5.4 The parking SPD (CD4.13) sets maximum parking standards as follows in relation to the stadium and commercial uses:

Use	SPD max. standard	Scheme space/capacity	Derived parking spaces for SPD maximum standard
Retail (A1-A3)	1/30m ²	335m ²	11
B1	1/30m ²	429m ²	14
Doctor’s surgery	1 per consulting room	8	8
Stadium (D2)	1 per 15 seats	9026	601
Total			634

5.5 In addition, there should be provision for accessible spaces as follows:

Use	SPD standard	Scheme standard for space/capacity	Derived accessible parking spaces required
Retail (A1-A3) and Stadium D2	4 bays plus 4% of total capacity	612	28
B1	2	14	2
Total			30

5.6 The stadium parking provision is inadequate as I explain, being less than 10% of the appropriate SPD maximum standard.

5.7 In the PPG Travel Plans etc section (CD4.8) it advises:

“Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.”

5.8 In the Woking Parking SPD under 4.3 it states

“Woking town centre is highly accessible via many transport modes, suffers from congestion and has a huge demand for land. Therefore more stringent standards – 50% reduction – applies for Woking town centre (as defined on the Proposals Map), to balance all of these needs.”

5.9 The appeal site is not town centre and so clearly something more than 50% is expected. The text goes onto state: *“It should be demonstrated that demand for parking is either met on site or mitigated and managed as appropriate.”*

5.10 In the ES Vol 3 Annex 5 Transport Assessment 3.60 it states:

“Matchday on-street parking is an existing problem of the existing stadium, which the proposed development aims to address through the Mobility Strategy.”

5.11 The Mobility Strategy (Transport Assessment 3.59) with respect to the stadium use only proposed:

“Improvements to matchday public transport to deliver a higher capacity bus service which will operate pre and post-match, and the potential to contribute to the ongoing provision on existing bus services serving the site”.

5.12 A 50% larger stadium (if used as the appellants believe) would make that worse.

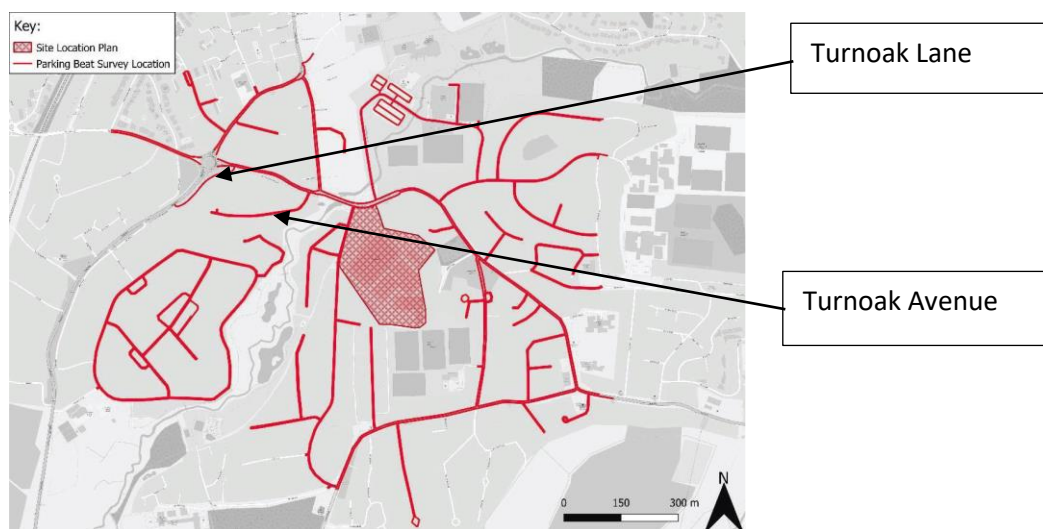
5.13 The problems of street parking associated with the current football stadium are widely recognised. Local resident Jeremy Instone has reviewed some 50% of the online individual representations made by residents. 497 mention parking. 392 mention insufficient parking capacity. 86 mention obstructions driveways and the like. 15 mentioned parking on verges or pavements and 53 mentioned health and safety issues such as fire engines, mobility scooters and child safety in relation to bad parking.

5.14 Therefore, adopting such a low parking provision against the SPD maximum standard is not justified.

5.15 A parking beat survey was completed on Tuesday 6th August 2019, an evening when Woking hosted Aldershot, the crowd 3,992 spectators. At 5.22 Vectos state:

“The results of the parking beat survey showed that there was significant capacity remaining on the majority of surveyed roads during a match at the stadium.”

5.16 The area covered by the survey is shown in the Vectos Transportation report Figure 5.12 shown below, with the locations of Turnoak Avenue and Turnoak Lane indicated, both included in the survey.



Parking Beat Survey Location Plan

5.17 Turnoak Avenue is some 275m long. I have lived on the road since 1997. It is narrow, only suitable for parking on one side. It is always used by football related traffic for parking which causes issues with respect to congestion and restricting access for residents and emergency services, (particularly when cars park on alternate sides of the road, park too close to driveways or double park). Grass verges and kerbstones can and have been damaged.

5.18 I took photos of parking on Turnoak Avenue the night of 6th August 2019 the night of the Aldershot game and the Appellant’s parking survey. My photos of where there was double parking are reproduced below:



Double parking including parking on verge



Double parking on pavements

5.19 I counted 42 cars parked in the road that evening, only 5 two evenings later.

5.20 The parking survey by NDC is in Appendix H to the Transport Assessment in Appendix 3 to the ES. On page 13 of Part 2 of the document are the recorded parking figures for Turnoak Avenue and Turnoak Lane from 6th and 7th August 2019. For Turnoak Avenue the NDC parking survey records that the road has only two parking spaces designated with double yellow lines and no football parking,

5.21 The NDC survey clearly misrepresented parking on Turnoak Avenue and the impact football related parking has upon the road recording no vehicles when there were actually 42.

5.22 Turnoak Lane is a narrow road less than 4m wide. No cars can park in the road without blocking the lane as can be surmised from the Google Street View screenshot below:



Turnoak Lane Screenshot

5.23 The parking survey data claims that Turnoak Lane has 38 parking spaces plus 28 “narrow” spaces, when in actuality has none. Parking restrictions on one side stop pavement parking.

5.24 Another issue with the survey is that it did not include, for example, West Hill, a road I know to be used for football club parking.

5.25 With the Aldershot match some extra 120 car parking spaces were made available for visiting fans (700 sold out tickets allocated) on the Loop Road Recreation Ground (see Appendix C press release 05/08/19 from Aldershot FC at the time). There is no mention in the Transport Assessment of the car park (marked for 74 vehicles) and the field being used in the future, meaning those 120 cars needing to park elsewhere adding to the parking distress on local residential roads. The football club that night also used its own carpark (capacity around 46), the area in front of the gym club (around 40 spaces) and the compound on Westfield Avenue for around another 37 vehicles.

5.26 In Table 5.4 of the Transport Assessment report a table of Parking Beat Over saturation is recorded. The difficulty with this summary table is that it only references the number of

identified unrestricted parking spaces, ignoring parking that occurred on other kerbside spaces such as “narrow spaces”, double yellow lines, white lines, etc. Totalling up all the parking in the roads and carparks gives a better picture of roads with greatest parking stress (over 75% occupancy)

- 5.27 Doing this adds Midhope Road, Midhope Close, Claremont Avenue, Stockers Lane, Rydens Way, Turnoak Avenue, Westfield Grove and Granville Road to Vectos’s list of roads suffering parking stress.
- 5.28 The Parking Beat survey was carried out in August 2019. With respect to the baseline at that time that was of course in the middle of the school holidays and therefore some residents could have been away. Similarly, activities in the park leisure and community buildings could have been reduced. No attempt has been made to account for this. Also, parking on roads is not the same as in a carpark where spaces are allocated. The first cars park where they want with others parking where they can later, potentially leading to inefficient use of parking spaces.
- 5.29 The Transport Assessment does not provide any solution to the parking issue on matchdays. Adding signage and a few extra buses will not address the issue. Simply expecting more street parking further away from the stadium will not be a viable solution as inevitably some will seek to squeeze into inappropriate gaps on roads nearest the stadium and inconvenience even more than currently.
- 5.30 The Stadium Travel Plan data for the Aldershot match survey at 4.14 showed 62.3% attending by car, with an average 2 per car. Scaling up from the 3,922 crowd one concludes that 2,959 cars would be parking in the area for a capacity game, although a 5% reduction could occur as a consequence of the Travel Plan implementation.
- 5.31 The disruption caused by stadium parking for residents is not a new issue. With reference to the 1997 Tesco planning inquiry the Inspector noted at Para 124: *“However, I have also observed conditions before and after an evening football match as well as studied the relevant*

evidence. On the occasion of my visit, attendance was not particularly high. Nevertheless, there was extensive queuing, confusion, difficulties for the many pedestrians and parking on grass verges” and at para 127 “In my view on match days those living there already experience conditions which are not normally regarded as acceptable within a residential area” (Crowds then were similar to now, a typical figure of 1,900 given at para 75). The Inspector also referenced (at para 63) potential future satellite parking for the football ground, which has never materialised.

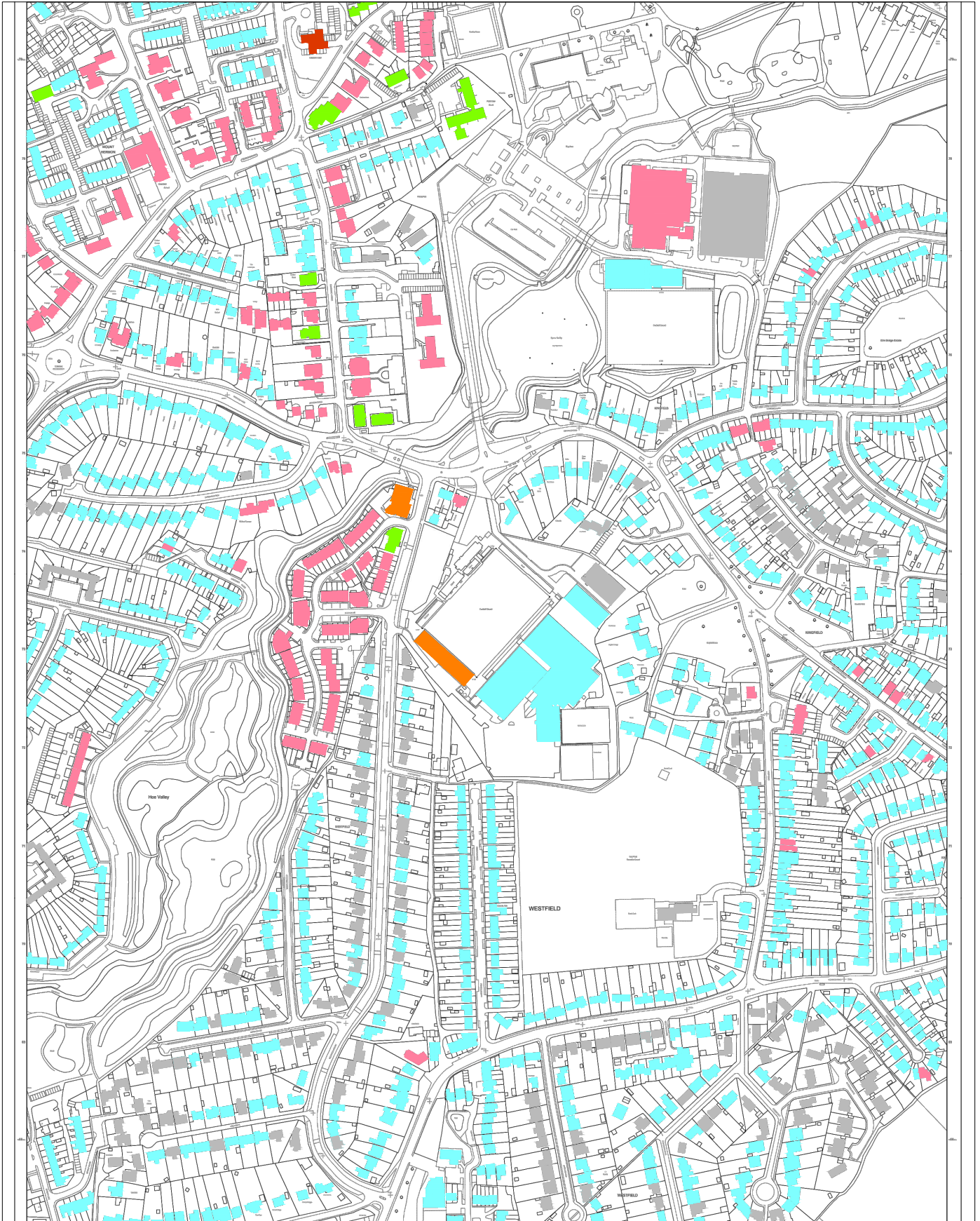
- 5.32 The town’s CPZ covers the town centre daytime, with surrounding areas having restricted daytime parking for 2 hours per day to control commuter street parking. (9.30am-11.30am Mon -Fri for the area north of Wych Hill Lane) (See Appendix E for CPZ plan)
- 5.33 The proposed use of Blue and Yellow town centre carparks for stadium users is not credible given the freely available street parking closer to the stadium. Also, the town centre car parks are to service the town centre. A new multistorey carpark is under construction beside Victoria Way. Known as the “red carpark” the 2018 Planning Support Statement (ref 2108/1114) outlined that it would provide 1,376 parking spaces, replacing an 887-capacity carpark. The justification for the increased capacity (para 3.2) was “... to provide a modern car park.... which provides for the current and future needs of Woking Town Centre”. There was no mention of providing parking for the football ground. Saturday parking for the football stadium in the town centre would coincide with important times for town centre shopping as well as town centre leisure activities such as theatre matinees (the pantomime being particularly popular).
- 5.34 Providing the maximum parking SPD standards at the site of some 600 spaces (or nearby) would contribute significantly to the control of street parking associated with the stadium.
- 5.35 The Stadium Travel plan does not say how many disabled parking bays will be provided. The earlier Event Management Plan stated only 7 disabled parking spaces were to be provided (para 5.12 of ES Volume 3 Appendix: Highways and Transport Appendix N), compared to the

30 assessed following the parking SPD. However, none are indicated on the application drawings, all the spaces (shown in the north east corner) being standards bays (See ARC Landscape and Public Realm General Arrangement Drawing 4 of 4). The Holmes Miller Stadium Capacity plan indicates disabled seating in all four stands for 43 fans, 18 west, 5 north, 16 east and 4 south. Woking Parking SPD (CD4.11) states *“Accessible spaces should be located no further than 50m from an accessible entrance (ideally the main entrance)”*. The spaces will be close to the five north and eight of the east disabled seats, but more than 50m from the other disabled seating areas, so even if more of the spaces were made for the disabled they would be poorly located. The nearest of the stadium spaces is proposed 75m from the entrance to the proposed medical centre, so also unsuitable, even if allocated for disabled patients. (No patient parking currently proposed, disabled or otherwise for the medical centre)

- 5.36 There is also potential for local residents being disrupted by visitors to the proposed residences parking on roads outside the development. Whilst the parking SPD recommended provision for residents is to be provided (847 spaces -Para 324 of officer’s report CD3.1) there are only 5 spaces for residents’ visitors. The parking SPD proposes a minimum rate of 10% of the total number of car parking spaces provided for the development, which would mean a total of 85 visitor spaces.
- 5.37 I note that at 4.39 of the ES originally 64 of the parking spaces to be provided were to be for visitors. No justification has been provided for the drop in numbers.
- 5.38 If appropriate visitor parking is not provided, nearby residents, in particular in Willow Reach will be affected, suffering the cumulative impact of stadium and residential visitor parking.
- 5.39 Finally, it is noted that 20 of the parking spaces in the basement of Block 5 will be tandem. (i.e. 40 spaces in total affected.) How these would be used is unclear. Across the development only 3 bed townhouses are expected to have 2 parking spaces with reference to Parking SPD

standards. There are however only 8 such townhouses across the scheme, none of which are in block 5, most (5 off) to be in block 2 on the other side of the development.

END



**Figure 1: Plan indicating Building Heights
in vicinity of Appeal Site**

Building heights counted as perceived in public domain, with visible accommodation
in roof structures counted as extra storey.



Figure 2 Craigmores Tower Residential Density



Directgov Council Tax valuation list Cymraeg

Search results
The following properties within **WOKING** local authority match your search. Select a property from the list to view further details.

Resize text: **A** **A** **A**

Service provided by

Showing 21 - 35 of 35 Last updated on 17/03/2021

Address	Council Tax band	Improvement indicator	Local authority reference number
21 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002100
22 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002200
23 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002300
24 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002400
25 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002500
26 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002600
27 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002700
28 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002800
29 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580002900
30 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580003000
31 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580003100
32 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	C		10081580003200
33 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	E		10081580003300
34 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	E	<input type="button" value="Search results"/>	10081580003400
35 - CRAIGMORE TOWER_WOKING_SURREY GU22 7RB	G		10081580003500

Key to the table
Council Tax band - this determines how much Council Tax you pay.
Improvement indicator - this shows that improvements have been made to the property that might result in the Council Tax band changing if a "relevant transaction" takes place, for example, if the property is sold.

Contact us
Further information on Council Tax rates, payments and discounts for this local authority can be found here:
WOKING council
If you think the Council Tax band is wrong, please contact the Valuation Office Agency.
Telephone (England): 03000 501 501
Telephone (Wales): 03000 505 505
Find out about call charges

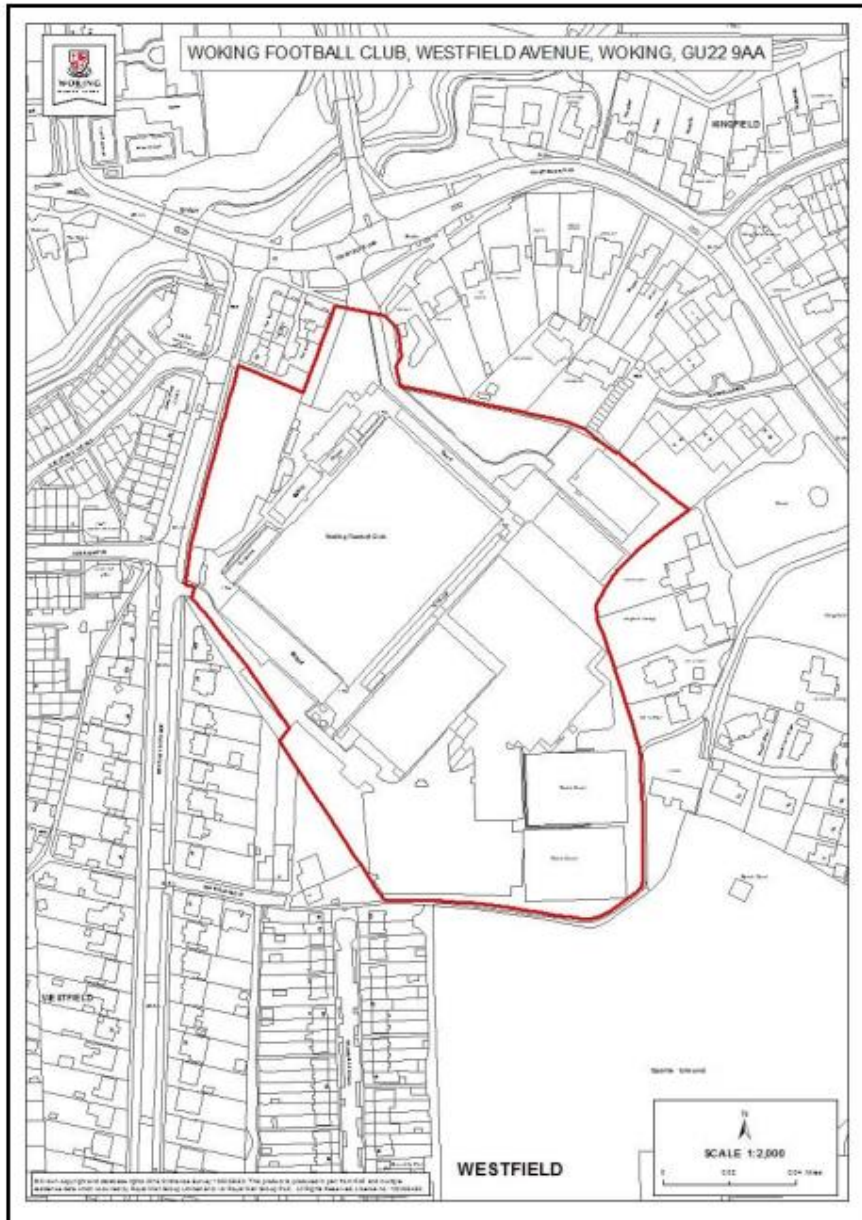
Help improve this service
Your feedback will help us improve this service
Provide feedback

Craigmores Tower - 35 Flats in total in one building on plot of approximately 0.45Ha. Residential density 78 dwellings per hectare.

UA45

Proposal reference: UA45

Site address: Woking Football Club, Westfield Avenue, Woking, GU22 9AA



UA45



Policy UA45: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA

This 4.64 ha site is allocated for a mixed use development to include a replacement football stadium, residential including Affordable Housing, and commercial retail uses.

To achieve this, the development must address the following key requirements:

- Retain, and improve where feasible, the football stadium as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Development should provide a range of housing sizes as set out in Core Strategy Policy CS11: Housing mix;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Design of the development to have regard to the adjacent locally listed building;

UA45

- The development should directly address the street, in particular along Westfield Avenue;
- Servicing areas should be accommodated within the development to minimise street clutter;
- Building heights should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Appropriate and adequate provision of car, coach and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Highway improvements may be required at the junction of the site with Knaphill Road and Westfield Avenue to ensure an effective access arrangement to ensure highway safety;
- A residential, match day and non-match day events Travel Plan will be required;
- Careful site design consideration is required to minimise conflicts between the different land uses;
- The development should retain any trees of amenity value;
- Development should provide outdoor amenity space in line with local standards;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the proximity of the stadium to existing and proposed residential properties the development would need to consider the impacts on noise and light pollution and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- A Transport Assessment will be required to assess the likely transport impacts.
- A Travel Plan to minimise car use to and from the site.

UA45

Reasoned justification: The site is located within the existing urban area, in close proximity to Woking Town Centre and Westfield Neighbourhood Centre. It is well served by public transport.

The northern section of the site is currently used by Woking Football Club and includes a large purpose built supporters' stand as well as three standing terraces. The eastern section of the site contains a Snooker Hall, Gymnastics Club and hardstanding including car parking areas; the western section of the site fronting Westfield Avenue has recently been used during the construction of the adjacent Willow Reach development (PLAN/2010/0514); and the south of the site contains a gym and tennis centre.

There is an opportunity to redevelop the site to provide a replacement football stadium as well as residential, commercial retail development. A mixed use scheme is considered to be suitable due to the site's sustainable location.

It is important that any proposed redevelopment can demonstrate a satisfactory relationship between the proposed uses on the site. In particular issues regarding residential amenity, outlook and overlooking as well as pedestrian and vehicular movement through and around the site should be comprehensively addressed.

It is anticipated that the site could yield 992 dwellings, 10,000 sqm of commercial retail floorspace with associated parking spaces of about 671 parking spaces.

The site is considered to be available for redevelopment.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land owner has confirmed that the site is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE001);
- Sustainability appraisal;
- Habitat Regulation Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Council 18 October 2018

The amendment therefore formed part of the substantive recommendations before the Council which were then debated.

Councillor Morales proposed and Councillor Hughes seconded an amendment to the proposals for the residential development associated with Woking Football Club as follows:

"Site Allocation Reference UA45 – Woking Football Club Site – be amended from providing a development yield of 992 net additional dwellings to providing a development yield of 40 net additional dwellings." Councillor Morales spoke in support of the amendment.

Councillor Bowes advised that the figure referred to did not appear in the policy document, and had only been included in the reasoned justification. On this basis, the Portfolio Holder had no objection, subject to Councillor Morales accepting a change to her amendment, to reference to the figure of 992 net additional dwellings being removed from the document. Councillor Morales confirmed that the amendment could be revised following Councillor Bowes' suggestion, proposing the removal of all references to 992 net additional dwellings at the site. The amendment therefore read:

"Reference to a development yield of 992 net additional dwellings at the Woking Football Site (Allocation Reference UA45) be removed from the reason justification document."

The revised amendment was welcomed by the Council and was agreed nem con. The amendment therefore formed part of the substantive recommendations before the Council.

The recommendations before the Council were debated in full with Members discussing elements including the Green Belt, provision for travellers, air quality and the use of brown field sites for housing.

Councillor Ali proposed and Councillor Aziz seconded an amendment to UA33 – Walton Road Youth Centre, Walton Road, Woking as follows:

"Bullet point 3 of UA33 – Walton Road Youth Centre, Walton Road, Woking within the policy document be amended to refer to a Youth Centre on the site, rather than a general community facility, and thereby to read: Re-provision of the existing youth centre in an improved form to ensure the development complies with Core Strategy policy."

Concern was expressed that the amendment would limit the possibilities for the site and Councillor Morales suggested a change to the amendment to refer to a community facility suitable for use by a youth group. Councillor Ali accepted the suggestion and the Council was therefore asked to consider the amendment as follows:

"Bullet point 3 of UA33 – Walton Road Youth Centre, Walton Road, Woking within the policy document be amended to read: Re-provision of the existing youth centre in an improved form as a community facility suitable for use by a youth group to ensure the development complies with Core Strategy policy."

The revised amendment was welcomed by the Council and was agreed nem con. The amendment therefore formed part of the substantive recommendations before the Council.

Before the substantive recommendations before the Council were put to a vote, Councillor Bowes responded to the points raised during the debate, including air and water quality, traveller sites and the Green Belt review, before covering key points in respect of meeting the needs for homes in the Borough.

UA44

Proposal reference: UA44

Site address: Woking Football Club, Westfield Avenue, Woking, GU22 9AA





Policy UA44: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA

This 4.64 ha site is allocated for a mixed use development to include ~~a replacement football stadium, residential including Affordable Housing, and commercial retail uses~~ an enhanced football stadium, residential including Affordable Housing, and commercial retail uses.

To achieve this, the development must address the following key requirements:

- Retain ~~a football stadium at this location with enhanced facilities as a part of any redevelopment scheme;~~ and improve where feasible, the football stadium as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Development should provide a range of housing sizes as set out in Core Strategy Policy CS11: Housing mix;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Design of the development to have regard to the adjacent locally listed building;

- The development should directly address the street, in particular along Westfield Avenue;
- Servicing areas should be accommodated within the development to minimise street clutter;
- Building heights should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Appropriate and adequate provision of car, coach and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Highway improvements may be required at the junction of the site with Knaphill Kingfield Road and Westfield Avenue to ensure an effective access arrangement to ensure highway safety;
- A residential, match day and non-match day events Travel Plan will be required;
- Careful site design consideration is required to minimise conflicts between the different land uses;
- The development should retain any trees of amenity value;
- Development should provide outdoor amenity space in line with local standards;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier(s); the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable;- Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the proximity of the stadium to existing and proposed residential properties the development would need to consider the impacts on noise and light pollution and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- A Transport Assessment will be required to assess the likely transport impacts;
- A Travel Plan to minimise car use to and from the site;

- Early assessment has identified potential wastewater network capacity constraints in this area. Early consultation with the statutory water and sewerage undertaker for Woking is recommended to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application;
- An archaeological assessment will need to be undertaken and submitted to the Local Planning Authority in accordance with Core Strategy Policy CS20;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: The site is located within the existing urban area, in close proximity to Woking Town Centre and Westfield Neighbourhood Centre. It is well served by public transport.

The northern section of the site is currently used by Woking Football Club and includes a large purpose built supporters' stand as well as three standing terraces. The eastern section of the site contains a Snooker Hall, Gymnastics Club and hardstanding including car parking areas; the western section of the site fronting Westfield Avenue has recently been used during the construction of the adjacent Willow Reach development (PLAN/2010/0514); and the south of the site contains a gym and tennis centre.

There is an opportunity to redevelop the site to provide a replacement football stadium as well as residential, commercial retail development. A mixed use scheme is considered to be suitable due to the site's sustainable location.

It is important that any proposed redevelopment can demonstrate a satisfactory relationship between the proposed uses on the site. In particular issues regarding residential amenity, outlook and overlooking as well as pedestrian and vehicular movement through and around the site should be comprehensively addressed.

The site is considered to be available for redevelopment.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land owner has confirmed that the site is available for development.

Key evidence base:


- Strategic Housing Land Availability Assessment (SHLAAHOE001);
- Sustainability Appraisal;
- Habitat Regulation Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Appendix D – Aldershot Press Release 5th August 2019

[Match Tickets](#) | [Account Login](#) | [Shots TV Live Streaming](#)

[News](#) | [Fixtures & Results](#) | [Tickets](#) | [Team](#) | [Academy](#) | [Club](#) | [Shots Foundation](#) | [Shop](#) | [Commercial](#) | [Sponsors](#)

News



WOKING & SOLIHULL – AWAY SUPPORTER INFO

05/08/2019

Aldershot Town will make the short journey to local rivals Woking for our first away game of the 2019/20 National League season.

Following Police advice, the fixture has been designated an all-ticket fixture for visiting supporters, and we have completely sold out our allocation.

No tickets will be available on the day of the fixture and visiting supporters are warned against purchasing tickets in the home end of the Laithwaite Community Stadium as you will be denied entry.

For those who may not have visited before, Woking play at the Laithwaite Community Stadium, Woking, Surrey, GU22 9AA.

Meadow Sports on Loop Road will be providing parking for up to 120 vehicles on matchday, opening their bar at 5PM and also have burgers and drinks available for Shots supporters to purchase. They are located just a short walk from the Laithwaite Community Stadium at Loop Road, Woking, GU22 9BQ.

We also head to the Midlands on Saturday where we face title favourites Solihull Moors at the Sportnation.net Stadium with a 3PM Kick Off.

Tickets priced on the day are priced at £18 Adult Seating, £16 Adult Standing, £12 Concession Seating, £9 Concession Standing with U12s going free when accompanied by a paying adult.


Shots fans can make a saving of £1 if they purchase online [HERE](#), there is also the option of a 12-18 Year Old's Ticket at just £6 for Seating and £4 for Standing when you purchase online. The game is segregated so make sure you purchase tickets in the away section of the Stadium.

You can find the Moors stadium at this address: Sportnation.net Stadium, Damson Parkway, Solihull, B92 9EJ.

We look forward to seeing as many of you as possible at our first two away fixtures of the season!


Posted in [Featured Post](#), [First Team](#), [Fixtures](#), [Tickets](#) | Tagged [Aldershot Town](#), [Solihull Moors](#), [woking](#)

Latest News




IN WITH A SHOT: WEEK 63 WINNERS! (9TH APRIL 2021)

Congratulations to this week's Oasis Electrical In...




CLUB SHOP: WE ARE EXCITED TO ANNOUNCE THAT THE CLUB SHOP WILL BE REOPENING FROM THE WEEK COMMENCING THE 12TH APRIL!

We are excited to announce that the club shop will...




PITCH HIRE: EBB STADIUM PITCH HIRE 2021

Aldershot Town are providing the perfect opportuni...




MATCH REARRANGED: YEOVIL TOWN (H)

Our Vanarama National League match at home against...



MATCH POSTPONED: YEOVIL TOWN (H)

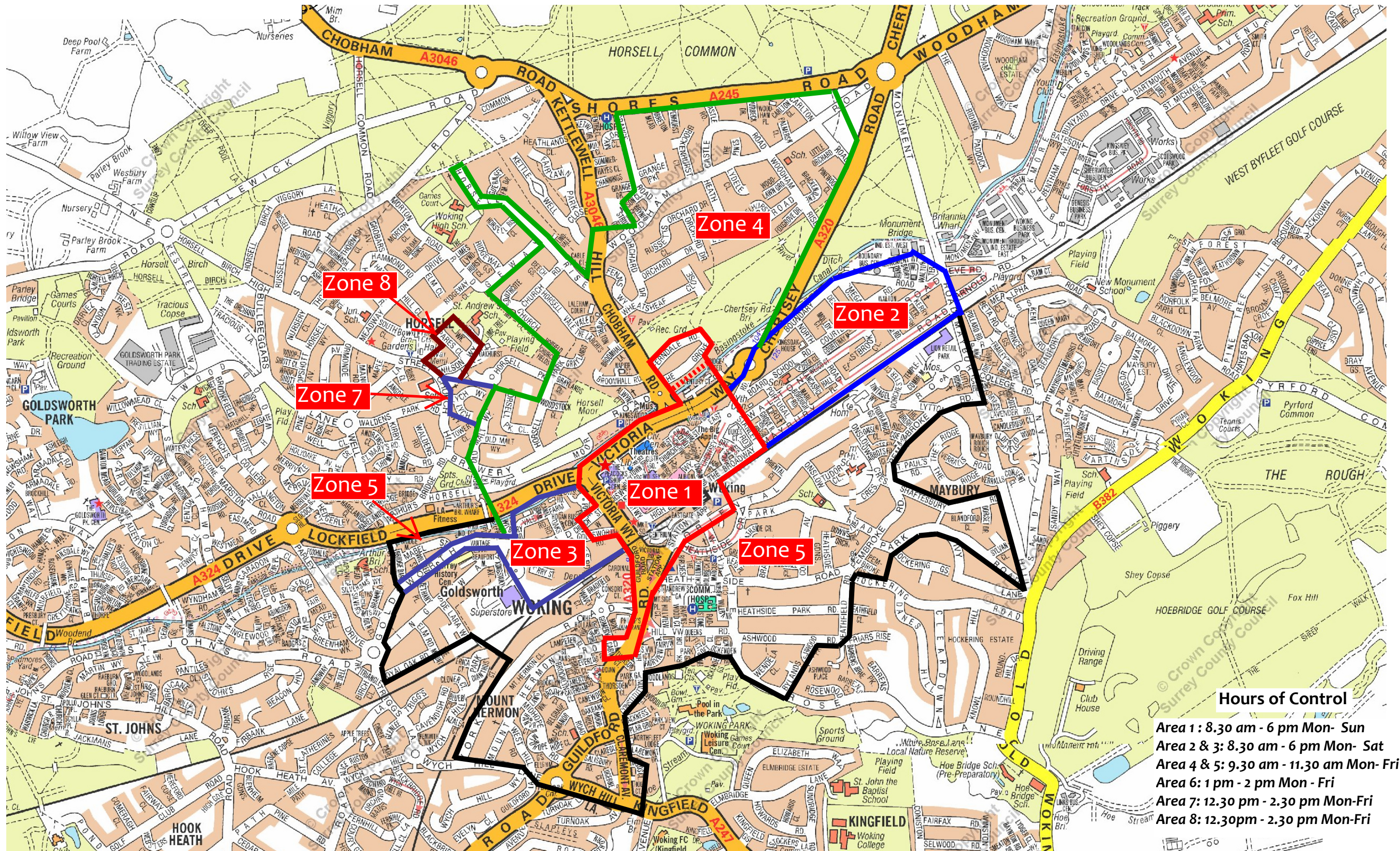
Following discussions with all relevant parties. o...



SHOTS TV LIVE: YEOVIL TOWN (H)

We will be Live-Streaming our Vanarama National Le...

Appendix E - Woking CPZ Plan



Hours of Control

- Area 1 : 8.30 am - 6 pm Mon- Sun
- Area 2 & 3: 8.30 am - 6 pm Mon- Sat
- Area 4 & 5: 9.30 am - 11.30 am Mon- Fri
- Area 6: 1 pm - 2 pm Mon - Fri
- Area 7: 12.30 pm - 2.30 pm Mon-Fri
- Area 8: 12.30pm - 2.30 pm Mon-Fri

Neil Jarman references:

Core Document	
	Schedule of Proposed Main Modifications to the Regulation 19 Consultation (Sept 2020)
CD4.4	Site Allocations Development Plan Document Regulation 19 Consultation (Nov 18 with minor modifications July 2019)
CD4.19	Inspector's Site Allocations Development Plan Document Post Hearings letter dated 7 th February 2020
	Woking Strategic Housing Land Availability Assessment (October 2018 update)
	Public reports pack for meeting of Council 18 th October 2018
	Meeting of Woking Council 18 th October 2018 Minutes
	Woking Local Development Documents Site Allocations Development Plan Document Regulation 19 Consultation with Minor Modifications July 2019
CD4.6	Regulation 19 Consultation Representations Land at Woking Football Club and Nursery Land adjacent to Egley Road, Woking – Savills for GolDev Woking Ltd
CD4.1	Woking Core Strategy October 2012
CD4.13	Woking Design SPD February 2015
CD4.11	Woking Parking Standards SPD (2018)
	Appeal Ref: APP/A3655/W/19/3229047 9-13 Poole Road (References paras 18, 21,24 and 31)
CD3.1	Report Plan 2019/1176 to Committee 23 June 2020
CD4.8	PPG section Travel Plans, Transport Assessments and Statements
	Report Plan 2006/1237 to Committee 20 March 2007
	Planning Inquiry Decisions 95/0879 and 95/0980 Tesco/Conrad Phoenix for Willow Reach site
CD4.15	West Surrey Strategic Housing Market Assessment 2015
CD4.10	Woking Annual Monitoring Report 2019-2020 (Dec 20)
	Appeal Ref: APP/A3655/W/19/3239433 Land adjoining 2-12 Rydens Way, Woking GU22 9DW

Application drawings and report specifically referenced in proof

	Design and Access Statement Part 1 (reference to Page 27)
	Environmental Statement Chapter 6 Socio Economics
	ES Vol 3 Appendix Highways and Transport Annex 5 Transport Assessment
	The Stadium Travel Plan March 2020
	ARC Landscape and Public Realm General Arrangement Drawing 4 of 4
	Holmes Miller Stadium Capacity plan

Appendix A Pages 286-289 of Public reports pack for meeting of Council 18th October 2018

Appendix B Page 144 Meeting of Council 18th October 2018 Minutes

- Appendix C Pages 231-234 of Woking Local Development Documents Site Allocations
Development Plan Document Regulation 19 Consultation with Minor Modifications
July 2019
- Appendix D Aldershot FC Press Release 5th August
- Appendix E Woking CPZ Plan