



Woking Local Development Documents

Site Allocations Development Plan Document

October 2021



Contents

Introduction - purpose	3
How the Site Allocations are structured	3
Overview of Site allocation Proposal Sites	5
Identifying sites for allocation	13
How sites will bring forward the development planned by the Core Strategy	14
Proposals Map	22
Developing in accordance with the Site Allocations	22
Section A: development and infrastructure sites in the Urban Area	25
Section B: development and infrastructure sites to be taken out of the Green Belt or washed over by the Green Belt	247
Section C: land for SANG/open space use within the Green Belt	312
Implementation and Monitoring of the Site Allocations	342

Appendices

Appendix 1 - Evidence base	348
Appendix 2 - Map showing new defensible Green Belt boundary	351
Appendix 3 - Map showing the locations of Proposal Sites throughout the Borough	352
Appendix 4 - Table 5: Anticipated capacity of allocated sites	353
Appendix 5 - Table 6: Site Allocations DPD delivery of the Core Strategy	360
Appendix 6 – Update on status of sites since Regulation 18 Consultation	372
Appendix 7 - Glossary of terms and abbreviations	376

List of Tables

Table 1: Structure of the Site Allocation	4
Table 2: Summary table of section A, development and infrastructure sites in the Urban Area	5
Table 3: Summary table of Section B, development and infrastructure sites to be taken out or washed over by the Green Belt	10
Table 4: Summary table of Section C, land for SANG/open space use within the Green Belt	12
Table 5: Anticipated capacity of allocated sites	353
Table 6: Site Allocations DPD delivery of the Core Strategy	360
Table 7: Housing Supply (SHLAA, 2011)	15
Table 8: Residential completions 2010/11-2019/20	15
Table 9: Traveller pitch provision 2010-2040	17
Table 10: Offices	18
Table 11: Warehousing (Use Class B8)	19
Table 12: Retail	20
Table 13: Summary of the proposed changes to the Proposals Map by ward	24

Introduction

Purpose

The purpose of the Site Allocations Development Plan Document (DPD) is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Core Strategy. The Core Strategy makes provision for the delivery of 4,964 net additional dwellings, 28,000 sqm of additional office floorspace, 20,000 sqm of warehouse floor space, 93,900 sqm of retail floorspace for the period between 2010 and 2027. The Council has carried out a Travellers Accommodation Assessment and has identified a need for 19 pitches to be provided between and 2017 and 2027.

The Core Strategy does not identify specific sites to deliver these proposals. It sets out the broad distribution of the growth and the standards that the development must aim to achieve, and commits the Council to prepare a Site Allocations DPD to allocate specific deliverable sites to bring forward the proposals for development.

The Site Allocations DPD makes clear where development will take place in the future, what kind of development that will be and when it is likely to take place. By allocating land for particular purposes, the Site Allocations DPD establishes in principle the land uses that will be supported by the Local Planning Authority for development of that land. The Site Allocations DPD provides a framework for clear and consistent decision making, giving greater certainty to both the local community and developers.

Development proposals submitted in line with the Site Allocations DPD would carry more weight in planning decision-making. This weight increases as the Site Allocations DPD moves nearer to adoption. **However, allocation of a site does not replace the need for planning permission;** developers will still need to submit a planning application for an allocated site, allowing the local community and other interested parties the opportunity to comment on the detailed proposals and the Local Planning Authority to ensure the development is in accordance with all relevant planning policy requirements.

The Site Allocations DPD takes a long-term strategic view of the future and safeguards sites to meet future development needs beyond the present plan period, between 2027 and 2040. It also proposes amendments to ensure a strong, defensible Green Belt boundary that will endure in the longer-term.

The Site Allocations DPD is informed by a number of evidence base studies which the Council would like to share with all interested parties. The list of evidence base studies is in Appendix 1.

How the Site Allocations are structured

This document proposes a series of site allocations throughout Woking Borough to deliver the development planned by the Core Strategy. They are presented in groups, according to the nature and type of the allocation:

- Section A: Development and infrastructure sites in the Urban Area;
- Section B: Development and infrastructure sites to be taken out of the Green Belt or washed over by the Green Belt;
- Section C: Land for SANG/open space use within the Green Belt.

Table 1 shows the format used to present each Proposal Site.

Table 1: Structure of the Site Allocations

Section A development and infrastructure sites in the Urban Area	←	Heading of section
Section A: development and infrastructure sites in the Urban Area	←	Brief introduction explaining the purpose of the sites in this section; the need for these and the role they will play in responding to the Core Strategy.
Site plan	←	Locates the site boundaries on a site plan
Photograph/Aerial photograph	←	Provides a recent photograph of some or the entire site
Site UA1: (Example) Civic Offices, Gloucester Square, Woking, GU21 6YL	←	Proposal Site reference number and site address. For example, a prefix of UA refers to sites in the Urban Area.
Anticipated timescales and uses table	←	Summarises the type and scale of uses proposed for the site, and the anticipated timescales for their delivery.
Proposal: (Example) This 0.3 ha. site is allocated for residential development.	←	This text is the allocation of uses or change of planning designation for the site. Development allocations will identify one or more land uses which the Council believe are suitable and deliverable on the site and, where appropriate, will set a timescale for their development.
Key requirements	←	The site-specific requirements that should be met to achieve a satisfactory development of the site. For example, specific infrastructure or design principles that will apply. These should be read in the context of the development plan for the area including the Core Strategy, the Development Management Policies DPD, and relevant Supplementary Planning Documents guidance.
Reasoned Justification and Supporting Text Site is in a Town Centre location is in close proximity of services and facilities.	←	Explains the reasons for the allocation or change of planning designation and the evidence base supporting this approach.

Delivery arrangements	←	Commentary on land ownership, availability, viability and any development phasing
Monitoring table	←	Tables are included to monitor the delivery of the policy and allocated uses
Key evidence base: Strategic Housing Land Availability Assessment.	←	Lists the major evidence base documents supporting the allocation

The boundaries of all Proposal Sites are shown on a site plan accompanying the text. The Updated Proposals Map shows the location of all of the Proposal Sites in Woking Borough.

A map showing the Green Belt boundary as proposed is available at **Appendix 2**.

A map showing the locations of Proposal Sites throughout the Borough is available at **Appendix 3**.

The individual plans accompanying each site allocation represent proposed amendments to the [Proposals Map](#) (also known as a Policies Map), to illustrate those sites proposed for development or new or altered policy protection. A table summarising changes to the Proposals Map is provided in **Table 13**.

Overview of Site allocation Proposal Sites

Tables 2, 3 and 4 summarise the proposed site allocations, by type of allocation, uses and time frames for delivery.

Table 2: Section A - development and infrastructure sites in the Urban Area

Proposal Site reference	Site address	Ward	Allocated use(s)	Anticipated timing of delivery
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet and West Byfleet	Residential including Affordable Housing, replacement library, community use	2025-2026
UA2	Trizancia House & Woodstead House, Chertsey Road	Canalside	Residential including Affordable Housing, offices	2022-2024
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Canalside	Offices, Residential including Affordable Housing	2022-2023
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Canalside	Residential including Affordable Housing, offices and retail	Up to 2027

UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Canalside	Residential including Affordable Housing, offices	2020-2022
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Canalside	Residential including Affordable Housing, offices, retail	2025-2026
UA7	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Canalside	Essential infrastructure (transport)	2022-2027
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Canalside	Residential including Affordable Housing	2022-2027
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	St Johns	Retail, offices, residential including Affordable Housing	2025-2027
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	Canalside	Offices	Up to 2027
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Canalside	Retail, offices, residential including Affordable Housing	2024-2027
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Canalside	Offices	Up to 2027

UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Canalside	Residential, offices, retail and community uses	2024-2027
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	Canalside	Offices, warehousing, new Energy Station and potentially an element of residential use	Up to 2027
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Canalside	Community, leisure, offices, retail and residential including Affordable Housing	2022-2023
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Canalside	Offices	Up to 2027
UA17	Griffin House, West Street, Woking, GU21 6BS	Canalside	Offices	Up to 2027
UA18	Concord House, 165 Church Street East, Woking, GU21 6HJ	Canalside	Offices	Up to 2027
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Horsell	Residential including Affordable Housing	2025-2027

UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Heathlands	Residential including Affordable Housing	Start by 2027
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Heathlands	Residential including Affordable Housing	Start by 2027
UA22	Ian Allan Motors, 63-65 High Street Old Woking, GU22 9LN	Hoe Valley	Residential including Affordable Housing	2020-2022
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Hoe Valley	Residential including Affordable Housing, retail	2025-2027
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Canalside	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	2019-2026
UA25	101-121 Chertsey Road, Woking, GU21 5BW	Canalside	Residential including Affordable Housing, offices	2020-2026
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Canalside	Industrial, warehousing, offices	Up to 2027

UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Canalside	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	Up to 2027
UA28	29-31 Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing	2020-2022
UA29	95-105 Maybury Road, Woking, GU21 5JL	Canalside	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	Start by 2027
UA30	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing, community facility (youth centre)	2025-2026
UA31	Car Park (East), Oriental Road, Woking, GU22 8BD	Mount Hermon	Residential including Affordable Housing and communal open space	Start up to 2025
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Mount Hermon	Residential including Affordable Housing	2024-2027
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Mount Hermon	Residential including Affordable Housing	2023-2026
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Mount Hermon	Offices	Up to 2027
UA35	The Crescent, Heathside Crescent, Woking, GU22 7AG	Mount Hermon	Residential including Affordable Housing	2024-2025

UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Mount Hermon	Offices, residential including Affordable Housing	2023-2024
UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns	Residential including Affordable Housing	2025-2026
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Byfleet and West Byfleet	Industrial	Up to 2027
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	Byfleet and West Byfleet	Retail, residential including Affordable Housing	2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	Byfleet and West Byfleet	Retail, community (library), offices, retail (Waitrose), residential including Affordable Housing	2022-2025
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Byfleet and West Byfleet	Residential including Affordable Housing, community use	2025-2027
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	Hoe Valley	Football stadium and associated facilities, residential including affordable housing, and commercial retail	Up to 2027

Table 3: Section B - development and infrastructure sites to be taken out of the Green Belt or washed over by the Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Anticipated timing of delivery
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GB1	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Heathlands	Residential including Affordable Housing	2022-2024
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Heathlands	Traveller pitches and Traveller transit site	2020-2021
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Heathlands	Essential infrastructure (cemetery and crematorium)	Remainder of the plan period
GB4	Land south of Parvis Road and High Road, Byfleet, KT14 7QL	Byfleet and West Byfleet	To meet long term development needs	Safeguarded beyond 2027
GB5	Land to the south of Rectory Lane, Byfleet, KT14 7NE	Byfleet and West Byfleet	To meet long term development needs	Safeguarded beyond 2027
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Horsell	Essential infrastructure (junction upgrade and improvements)	Up to 2027
GB7	Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Heathlands	Residential including Affordable Housing, recreational/open space and education.	2022-2027

GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Heathlands	To meet long term development needs	Safeguarded beyond 2027
GB9 and GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Byfleet and West Byfleet	Residential including Affordable Housing and Traveller pitches	2022-2027
GB10	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Byfleet and West Byfleet	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	2020-2023
GB11	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Byfleet and West Byfleet	Open space	On adoption of the Site Allocations DPD

Table 4: Section C - land for SANG/open space use within the Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Anticipated timing of delivery
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Byfleet and West Byfleet	Suitable Accessible Natural Greenspace (SANG)	By end of 2023/24
GB13	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Heathlands	Suitable Accessible Natural Greenspace (SANG)	By end of 2021/22
GB14	Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	Heathlands / Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	By end of 2026/27
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	By end of 2026/27

GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	By end of 2026/27
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Hoe Valley	Uses to be decided	Prepare brief by 2027

Table 5 in Appendix 4 sets out the anticipated capacity of each site allocation.

Identifying sites for allocation

The Council is aware of many potential sites in the Borough through its research including the annual ‘Call for Sites’ consultation. However, not all of the land and buildings put forward to the Council aligns with the spatial strategy and policies of the Core Strategy suitable for the purpose being promoted or is required to meet development needs. The Council has therefore assessed all potential sites to make choices about which sites to allocate and for what purpose.

A clear [Site Assessment Methodology](#) was established at an early stage to inform the identification of sites for allocation, in particular those in the Urban Area, using a three stage ‘sieving’ process. For practicality, a general site capacity threshold of 10 net additional dwellings and/or 500 sqm floorspace has been used. A similarly robust methodology was used to assess and identify sites in the Green Belt for future development, as explained in the [Green Belt boundary review report \(GBBR\)](#).

The Site Allocations DPD does not seek to identify every development site that will come forward in the plan period. Other, smaller sites - those likely to deliver less development than 10 dwellings or 500 sqm floorspace - will still contribute to delivery of the development planned by the Core Strategy and their forecast contributions are quantified in the evidence base. However, these more modest sites are not allocated given their number and size. A significant number of these sites are in the Strategic Housing Land Availability Assessment (SHLAA) or will come forward in the form of windfall development.

Consideration of the options for the distribution of development throughout locations in the Borough – for example the quantity of residential development to come forward in Woking Town Centre and the wider Urban Area and that to take place within the Green Belt - was a fundamental part of preparing the Core Strategy. All potential sites are subject to a sustainability appraisal. Reasons for preferred and discounted (rejected) sites are explained in the sustainability appraisal report.

The Site Allocations DPD focuses primarily on the delivery of development in the period 2010 to 2027, the Core Strategy plan period. [National planning policy](#), however, advises Local Planning Authorities (councils) to take the opportunity, where necessary, to identify areas of safeguarded land to meet future development needs beyond the plan period. This allows any changes made to Green Belt boundaries to be longer term, so the boundaries would not need to be reviewed each time the Core Strategy is reviewed. For this reason, the Council is also identifying additional sites to be safeguarded for future development, between 2027 and 2040, and to ensure a strong defensible Green Belt boundary can be established. The Council’s clear policy to the release of land for development in the Green Belt is set out at in Section B – development and infrastructure sites to be taken out of the Green Belt or washed over by the Green Belt. It is emphasised that the release of safeguarded sites for development will only be considered as part of the future review of the Core Strategy and/or this Site Allocations DPD.

To allocate a site the Council must ensure that it will be deliverable or developable. Matters taken into account to make this decision include:

Availability:

- contacting the site owner to identify if they are willing for their site to come forward when it is required

Suitability:

- information regarding constraints affecting the site e.g. flooding, what infrastructure is needed to support the development
- conformity with key evidence base, for example is a Green Belt site recommended by the Green Belt boundary review
- conformity with the strategic policies of the adopted Core Strategy

Deliverability:

- the site must be viable for the proposed development
- the site is in a suitable location for the proposed development
- the delivery of the site is informed by necessary information such as landscape/townscape character and, if relevant, conservation area character
- evidence that infrastructure providers can service infrastructure needs
- any local infrastructure needs that need to be provided on-site
- strategic transport and highways appraisal of sites, including information on accessibility by non-car modes (public transport, walking and cycling).

The identification of sites for allocation is also informed by a number of evidence base studies (see **Appendix 1**) the Sustainability Appraisal and Habitat Regulations Assessment (HRA) reports and representations received through the Regulations 18 and 19 consultations.

Continual engagement with relevant organisations such as Surrey County Council, nearby Local Planning Authorities, Natural England, the Environment Agency and English Heritage has also helped to shape the Site Allocations DPD, in line with good planning practice and the Duty to Cooperate.

How sites will bring forward the development planned by the Core Strategy

The Core Strategy sets out the development planned in Woking Borough 2010-2027. National planning policy requires the Council to identify and allocate sufficient sites to deliver this growth and infrastructure.

The Site Allocations has the role of identifying and allocating land to help meet the overall development requirements of the Core Strategy. It will do this by allocating sites for uses including open market housing, Affordable Housing, specialist residential accommodation, offices and Traveller Accommodation. These are dealt with in turn in the following sections.

Table 6 in **Appendix 5** identifies the Core Strategy policies and strategic objectives that each site allocation will assist in delivering. The following explains how each of the land uses planned for in the Core Strategy will be delivered through the Site Allocations DPD.

Housing, including Affordable Housing

Core Strategy Policy CS10 - *Housing provision and distribution* plans for 4,964 net additional homes in Woking Borough between 2010 and 2027. At the Core Strategy examination, the

Council had identified sufficient specific deliverable and developable sites in the urban area to meet the housing target for around the first 13 years of the Plan (SHLAA 2011, **Table 7**).

Table 7: Housing supply

Period	No. dwellings
0-5 years	1,699
6-10 years	1,485
11-15 years	859
Total	3,966

Source: SHLAA (2011)

This satisfied the requirement for specific deliverable sites sufficient to provide five years worth of housing supply and specific developable sites for housing provision in years 6 – 10. It also provided some certainty in the delivery of the housing requirement against any risk of certain sites not coming forward in the first 10 years of the plan period. The Core Strategy also identifies Woking Town Centre as a broad location for the future direction of growth, acknowledging it will contribute to the housing land supply in the last five years of the plan period.

In addition to the sites that will come forward in the Town Centre, the Core Strategy recognises there is still a need to identify further sites in the Green Belt, to meet both the requirement for housing land supply and the nature of housing that is needed. The nature of the sites that are considered to be developable in the medium - long term are primarily in Town Centre locations that are likely only to be suitable for high density flatted developments. The implication of this is that the Council would not be able to achieve an appropriate mix of housing types and tenures to meet all types of local need and demand. To satisfy these requirements, the Green Belt was also identified as a broad location for long term residential development between 2022 and 2027. This strategy was supported by the Core Strategy Examination Inspector.

The Council's development monitoring records indicate delivery to date of 2,668 homes, between 1 April 2010 and 31 March 2020 (**Table 8**).

Table 8: Residential completions 2010/11-2019/20

Monitoring year	2010 /11	2011/ 12	2012/ 13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20
Dwelling completions	146	175	273	370	66	360	399	345	231	303

Source: WBC monitoring records (February 2021)

The latest SHLAA was published in November 2018. The revised figures have informed the DPD and have been published on the Council's website.

In line with the evidence presented through the Core Strategy, windfall sites are assumed to deliver an average of 42 dwellings each year during the present plan period. The Core Strategy assumes that these will compensate for non-implementation of sites on previously developed land in the Urban Area.

The Green Belt boundary review report (2014) has recommended sites to deliver at least 550 homes in the latter part of the plan period, between 2022 and 2027, and for

safeguarding to meet anticipated development needs between 2027 and 2040. This has informed the allocation of sites in this Site Allocations DPD.

Core Strategy Policy CS12 – *Affordable housing* indicates that, between 2010 and 2027, the overall target for Affordable Housing is 35% of all new homes, equivalent to 1,737 new affordable homes. The provision of affordable housing should take into account the definition of affordable housing set out in Annex 2 – Glossary, of the National Planning Policy Framework; as well as the Council’s Affordable Housing Supplementary planning guidance.

The Urban Area and Green Belt Proposal Sites presented in this Site Allocations DPD will, together with continuing delivery from sites of fewer than 10 dwellings, ensure sufficient contingency to cover the risk of non-implementation and ensure the comprehensive delivery of the Core Strategy housing and Affordable Housing requirements.

Based on up to date evidence in the SHLAA (2017) and the latest Housing Land Supply Position Statement, sufficient land has been identified to ensure the delivery of the residual 2,296 homes, plus additional land to compensate for non-implementation. This takes into account updates on the status of individual sites since the Site Allocations DPD was published for Regulation 19 consultation. The updates are included in Appendix 6.

Specialist residential accommodation

Core Strategy Policy CS13 - *Older people and vulnerable groups* states that the Council will support the development of specialist accommodation for older people and vulnerable groups in suitable locations. The level of need will be that reflected in the latest Strategic Housing Market Assessment (SHMA). Policy CS11 – *Housing Mix* expects all residential proposals to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.

The SHMA (2009 and 2015) considered the requirements for different types of specialist accommodation in the Borough. Overall the SHMA found, across the whole Borough, less than 1% of newly forming households would either like or expect any form of specialist accommodation.

The Site Allocations DPD allocates a variety of sites, in locations through out the Borough. All allocated sites must accord with Core Strategy policies including CS11 and CS13. Any proposal that comes forward which reflects the identified need and satisfies the policies of the development plan will be supported.

In broad terms, the specialist accommodation types set out in national planning policy will be addressed as follows:

- Smaller dwellings - one bedroom, will help to meet the accommodation needs of older and younger people;
- Family dwellings - two or more bedrooms, to meet the needs of families with children, including service families;
- Custom /self build (for those wishing to build their own homes) - the Government is proposing land for custom build to be purchased on the open market. All residential site allocations could therefore contribute to this pool of housing development land. The Council has published a Self Build and Custom Housebuilding Guidance Note to provide advice to individuals and organisations who wish to self build.

Traveller accommodation

Core Strategy Policy CS14 - *Gypsies, Travellers and Travelling Showpeople* states that the Council will make provision for the additional pitches needed for Gypsies and Travellers and Travelling Showpeople in the Borough between 2017 and 2027. The Core Strategy requires the Council to identify sites to meet the need through the Site Allocations DPD process.

The [Traveller Accommodation Assessment \(TAA\)](#) identifies a need for 19 pitches to be provided between 2012 and 2027. This is equivalent to an annual average provision of 1.26 pitches. It identifies a further need for 11 pitches between 2027 and 2040.

Policy CS14 explains the Council will follow a sequential approach to the identification and delivery of sites to provide additional Traveller pitches.

The Council first considered any sites in the urban area, as these are the most preferred location in national planning policy and Core Strategy terms. This analysis was carried out alongside the Strategic Housing Land Availability Assessment (SHLAA). No urban sites have been identified for Traveller accommodation, having regard to the cost of available land within the urban area, individual site constraints and contexts, and the location and site characteristics required to provide a suitable Traveller site.

The Green Belt boundary review report adopted a stepped approach to the identification of sites within the Green Belt to meet the identified need for Traveller pitches. The Green Belt boundary review's recommendations are not prescriptive on the exact sites to allocate Traveller pitches. The review instead sets out a sequential approach to the selection of sites, including within the Green Belt that are considered suitable for this use, if Green Belt sites were required. These are set out in prioritised order, in line with the sequential approach.

Based on the available evidence, the following would meet the identified need for Traveller accommodation to 2027. There is the opportunity to intensify the use of the existing Traveller site within the Green Belt at Five Acres, which is the sequentially preferred option to identification of new sites within the Green Belt. There is also the opportunity to provide Traveller pitches at Land surrounding West Hall (GB9A) which has been identified in the GBBR for release from the Green Belt to meet development needs up to 2027. Proposal Sites GB2 and GB9A are therefore being proposed to be released from the Green Belt and they will make a contribution towards meeting Travellers' accommodation needs. In addition a number of sites that previously had the benefit of temporary planning permissions are proposed to be permanent sites. Details of how the need is addressed is set out in Table 9.

Table 9: Traveller pitch delivery 2010-2040

Delivery mechanism	Number of additional pitches
Traveller pitch requirement	19 (2012-2027)
Proposal Sites	6 at Five Acres (Proposal Site GB2) 15 at Land surrounding West Hall, Parvis Road (Proposal Site GB13) 1 at Land to the South of Gabriel Cottage/Hillview, Blanchards Hill 1 at Stable Yard, Guildford Road
Total 2010-2027	23
Traveller pitch requirement	11 (2027-2040)
Safeguarded Sites	The Council will identify specific site(s) to provide Traveller accommodation on safeguarded land through a future review of the Site Allocations DPD or the Core Strategy.

The Council will manage the release of these sites up to 2027.

The Traveller Accommodation Assessment did not identify any need for a transit site locally. However the Council has committed to identify and safeguard a suitable plot for this future use. This Site Allocations DPD allocates a part of the Five Acres site (Proposal Site GB2) for this purpose.

Whilst no need has been identified for Travelling Showpeople, the Council will seek to work with other authorities to explore the potential of identifying a strategic site for Travelling Showpeople.

Employment

The Core Strategy plans for the delivery of 28,000 sqm of additional office floorspace and 20,000 sqm of warehouse floorspace. Policy CS15 - *Sustainable economic development* provides the strategic policy context.

Table 10 summarises how additional office floorspace will be delivered between 2010 and 2027.

Table 10: Offices

Delivery mechanism	Floorspace (sq m)
Core Strategy requirement 2010 – 2027	28,000
Completions and outstanding commitments at 2009	34,115
Total office requirement to 2027	62,115
Completions and outstanding commitments 2010 - 2020	-45,013
Office floorspace to be delivered accounting for completions and commitments 2010 - 2020	107,128
Additional office floorspace to be provided in the Urban Area 2018-2027 through the Site Allocations DPD	73,259
Additional office floorspace through Green Belt release 2018-2027 in the Site Allocations DPD	0
Balance	-33,869

The Town Centre has been identified by Policy CS1 of the Core Strategy as a future direction of growth because of its sustainable location and potential for high density development. There is a significant number of high density schemes under pre-application discussions, which are likely to provide higher amounts of commercial development than originally anticipated. Examples are Gateway 1 and 2 where the Council has already entered into a development agreement to redevelop the sites.

There is presently 30,685 sq. m of vacant office floor space, which given the improvements to the general environment of the Town Centre are likely to be refurbished to meet modern business needs. The existing commercial floorspace is a valuable asset to the supply chain and this will help to meet the supply of office land in the area.

There are existing commitments for mixed B uses. This is presently equivalent to 7,314 sq. m, excluding the floorspace at McLaren. The proposals allow flexibility for the supply chain to respond to market signals at the time development is required. It is highly likely that a significant amount of this will be developed for office floorspace. On the intelligent assumption that about 30-40% of this could be developed for office floorspace, there would be an additional potential supply of about 2,194 to 2,925 sq. m. of office floorspace. Based on the above, the Council is confident that there will be sufficient land to meet office floor space over the plan period.

Table 11 summarises how additional warehousing floorspace (Use Class B8) will be delivered between 2010 and 2027.

This will predominantly be met through the loss of B2 industrial floorspace, the approach agreed through the Core Strategy. For more information see the Employment Topic Paper.

Table 11: Warehousing (Use Class B8)

Delivery mechanism	Floorspace (sq m)
Core Strategy requirement 2010 – 2027	20,000
Completions and outstanding commitments at 2009	3,097
Total B8 requirement to 2027	23,097
Completions and outstanding commitments 2010 - 2020	-12,926
B8 floorspace to be delivered accounting for completions and commitments 2010 - 2020	36,023
Additional B8 floorspace in the Urban Area 2018 – 2027 through the Site Allocations DPD	28,600
Additional B8 floorspace through Green Belt release 2018-2027 in the Site Allocations DPD	0
Balance	-7,423

The Council expects that the gap identified for B8 warehousing floorspace will be met through the use and redevelopment of unused industrial/ warehousing space, and also through the increased intensity of development at particular sites e.g. Poole Road Industrial Estate and Monument Way West Industrial Estate. The proposals for new warehousing floorspace included in this document are based on modest assumptions and are considered the minimum that could be achieved. This is explained further in the Council's Employment Topic Paper 2018.

Retail and other Town Centre uses

The Core Strategy plans for the delivery of 93,900 sqm of additional retail floorspace. Policies CS2 – *Woking Town Centre*, CS3 - *West Byfleet District Centre* and CS4 - *Local*

and Neighbourhood Centres and shopping parades set out the nature, scope and scale of town centre uses promoted.

Table 12 summarises how additional retail floorspace will be delivered between 2010 and 2027. The broad phasing for the delivery of retail in Woking Town Centre is as set out in Core Strategy Policy CS2 – *Woking Town Centre*.

Table 12: Retail

Delivery mechanism	Floorspace (sqm)
Core Strategy requirement 2010 – 2027	93,900
Retail completions 2010/11-2017/18	9,293
Residual requirement to 2027 across the Borough	84,607

The dynamic nature of the Town Centre in particular means that it is not possible to identify every retail development opportunity at this stage. However the evidence base - in particular the Town, District and Local Centres Study - demonstrates that sufficient capacity exists to deliver the Core Strategy's requirements.

Major steps have already been taken to deliver the additional retail development planned in the Borough since adoption of the Core Strategy:

A new Asda supermarket opened in Sheerwater in 2014.

Planning permission was granted in March 2015 (PLAN/2014/0014) for a significant mixed use redevelopment at Victoria Square, in Woking Town Centre. The development will provide 10,967 sqm of retail floorspace (Use Classes A1, A2, A3 and A5), together with a medical centre, hotel, spa, gym, residential apartments, associated facilities and infrastructure including a local energy centre, public open space, car parking and highways work. Development of the site has already commenced.

The Victoria Square development is an example of the type of large Town Centre development that the Council in partnership with developers, landowners and public sector partners can achieve.

Additional development site opportunities exist within Woking Town Centre, in West Byfleet District Centre, in the Priority Places and Neighbourhood Centres that will deliver additional development, including in the range of retail uses, over the coming years.

Those sites which are shown to be developable and deliverable at this stage are allocated Proposal Sites set out in this document. They include the comprehensive redevelopment in the heart of West Byfleet District Centre that will include an element of retail (Proposal Site UA49).

In this context, the Council is confident that sufficient land will come forward through allocated and other development sites to deliver the retail planned by the Core Strategy.

Infrastructure

The Core Strategy also provides the strategic context to ensure delivery of the infrastructure needed to support the above planned growth. The Core Strategy Policy CS16 – *Infrastructure delivery* provides a definition of infrastructure.

Specific infrastructure needs to support the development proposals of the Core Strategy are set out in the Infrastructure Delivery Plan. The Regulation 123 list of the CIL charging schedule sets out the infrastructure that CIL funding will be used to deliver.

This Site Allocations document allocates land for the following types of infrastructure:

- Suitable Alternative Natural Greenspace (SANG) sites to mitigate the impact of additional population in the Borough arising from new residential development upon the Thames Basin Heaths Special Protection Area (SPA);
- Essential transport infrastructure; and
- New open space/recreation.

With regard to the Thames Basin Heaths Special Protection Area (SPA), the Council had already identified sufficient Suitable Alternative Natural Greenspace (SANG) land to mitigate the SPA impacts of residential development for around 11.1 years of the 15 year plan period up to 2027. The SANG land identified to mitigate against the impacts of housing development for the 11.1 years is set out in the Thames Basin Heaths Special Protection Area Avoidance Strategy. Consequently there is a residual amount of land to be identified to enable 3.9 years of housing supply.

The Council undertook detailed calculations of SANG capacity during the preparation of the Core Strategy. The calculations were based on the existing and identified SANG sites in Thames Basin Heaths Special Protection Area Avoidance Strategy. The sites comprised of Horsell Common, White Rose Lane, Brookwood Country Park, Martins Press, Heather Farm and the Hoe Valley. The Council calculated that based on the outstanding capacity of these sites, there was enough SANG capacity to mitigate the impact of 3255 dwellings on the SPA. That is the equivalent of 11.1 years of the housing requirement to be provided within the borough in the plan period. Therefore a further SANG land (3.9 years of housing supply) would need to be identified to mitigate against the impacts of 1138 dwellings on the SPA. This is the equivalent of around 21 ha of SANG land that needs to be identified to meet the shortfall.

This Site Allocations DPD identifies sufficient SANG to meet the shortfall in provision up to 2027.

The Site Allocations identifies around 70 hectares of land which has the potential to be transformed into SANG. There may be some overlap between the calculation above and the new sites below, however the potential SANG being considered is significantly higher than the identified shortfall, therefore the Council is confident that the combination of the existing and new sites will ensure there is sufficient SANG land to meet the projected growth within the borough up to 2027.

This document allocates the following new sites for SANG purposes:

- Byfleet SANG (Proposal Site GB15)
- Brookwood Farm SANG (Proposal Site GB16)
- Westfield Common SANG (Proposal Site GB17)
- Two SANG sites at Gresham Mill (Proposal Site GB18 and GB19)

Land allocated for SANG/open spaces, and suitable measures within other development allocations, will enhance provision and accessibility to green space and conserve and enhance biodiversity, in line with the borough's Natural Woking biodiversity and green infrastructure strategy.

Should monitoring indicate that additional land is required for SANG provision within the plan period, the Council will acquire the necessary land which will be reflected in the SANG table¹

The following site is proposed for exclusion from the Green Belt and continued use as open space in connection with the school:

- West Byfleet Junior and Infant School Playing Fields (Proposal Site GB21)

Details of the allocations of these sites are set out in full in Section C.

Waste and Minerals

There are some development types that are decided and allocated through other development plans. For example, sites for minerals and waste processing, which are within Surrey County Council's planning functions. These land uses are already shown on the existing Proposals Map, to provide a complete picture of all land use proposals that are planned to come forward in Woking Borough to 2027 (and beyond).

Transport Infrastructure

The Council is investing significant capital on transport improvements in the Town Centre. It is investing approximately £24 million on sustainable transport measures to the north side of the railway. The Council has also carried out transport studies to identify measures of mitigation along the A320 and A245 corridors. It is presently seeking funding for the delivery of these measures. This includes the replacement of the Victoria Arch and an improvement to the road network. The council has been awarded £95 million for the A320 Woking Town Centre project through the Housing Infrastructure Fund (HIF).

Proposals Map

The NPPF requires Local Plans to indicate broad locations for strategic development on a key diagram and land use designations on a Proposals Map.

The Site Allocations DPD identifies specific sites for development, protection and safeguarding and in accordance with this requirement is indicated on the updated Proposals Map. The updated Proposals Map is expected to be adopted alongside the Site Allocations DPD. **Table 13** summarises the proposed site allocation Proposal Map amendments by ward.

Developing in accordance with the Site Allocations

It is expected that development should meet in full the key requirements of the Proposals in the Site Allocations DPD and any other relevant requirements of the [Core Strategy](#), the Development Management Policies DPD and other development plans for the area, unless there is a reasoned justification backed by evidence not to do so.

It is important to emphasise that Surrey County Council has undertaken Strategic Transport Assessment of the transport implications of the proposed sites, including the Green Belt sites and has identified no in-principle objections to the development of the sites. Subject to appropriate mitigation being identified to address impacts.

Where relevant, a detailed Transport Assessment or Transport Statement has been requested as a key requirement to identify any site specific mitigation measures that might be necessary to make development acceptable.

Applicants proposing tall buildings as defined in Policy CS1 of the Core Strategy on any of the allocated sites will be advised to engage in the Design Review Panel process to ensure

¹ The SANG table can be accessed at: www.woking2027.info/supplementary/tbhspaspd/sangtable

that the proposed development is of the highest quality. Applicants are encouraged to contact Design South East (or any future arrangement) at an early stage of the development management process.

Estimated development yields

Estimation of the potential development yield of each allocated site has been informed by relevant evidence base, in particular the Strategic Housing Land Availability Assessment (SHLAA), Employment Land Assessment (ELA) and the Green Belt boundary review.

Estimates provide an indication of the potential amount of new development the Council anticipates a site could deliver. The development achievable on a site will ultimately be determined once a planning application is submitted and determined. In this regard, the estimated yields are indicative to only serve as a guide to inform development proposals.

Table 13: summary of the proposed changes to the Proposals Map by ward

These are changes proposed by the Site Allocations DPD that will be shown on the Proposals Map.

Ward	Development and infrastructure sites in the Urban Area	Development and infrastructure sites to be taken out of the Green Belt between 2010 and 2027	Green Belt land safeguarded to meet long term Development needs between 2027 and 2040	Land for SANG and open space use within the Green Belt
See:	Section A	Section B	Section B	Section C
Byfleet and West Byfleet	✓	✓	✓	✓
Canalside	✓	n/a	n/a	n/a
Goldsworth Park	n/a	n/a	n/a	n/a
Heathlands	✓	✓	✓	✓
Hoe Valley	✓	n/a	n/a	✓
Horsell	✓	✓	n/a	n/a
Knaphill	n/a	n/a	n/a	✓
Mount Hermon	✓	n/a	n/a	n/a
Pyrford	n/a	n/a	n/a	n/a
St Johns	✓	n/a	n/a	n/a

SITE ALLOCATIONS PROPOSAL SITES

Proposal Sites are listed in alphabetical order by ward in each section.

Section A – Development and infrastructure in the Urban Area

These sites are located in the existing built up areas of the Borough and these areas are known as the Urban Area. They are defined on the [Proposals Map](#) accompanying the Core Strategy, the Development Management Policies DPD and the Site Allocations DPD.

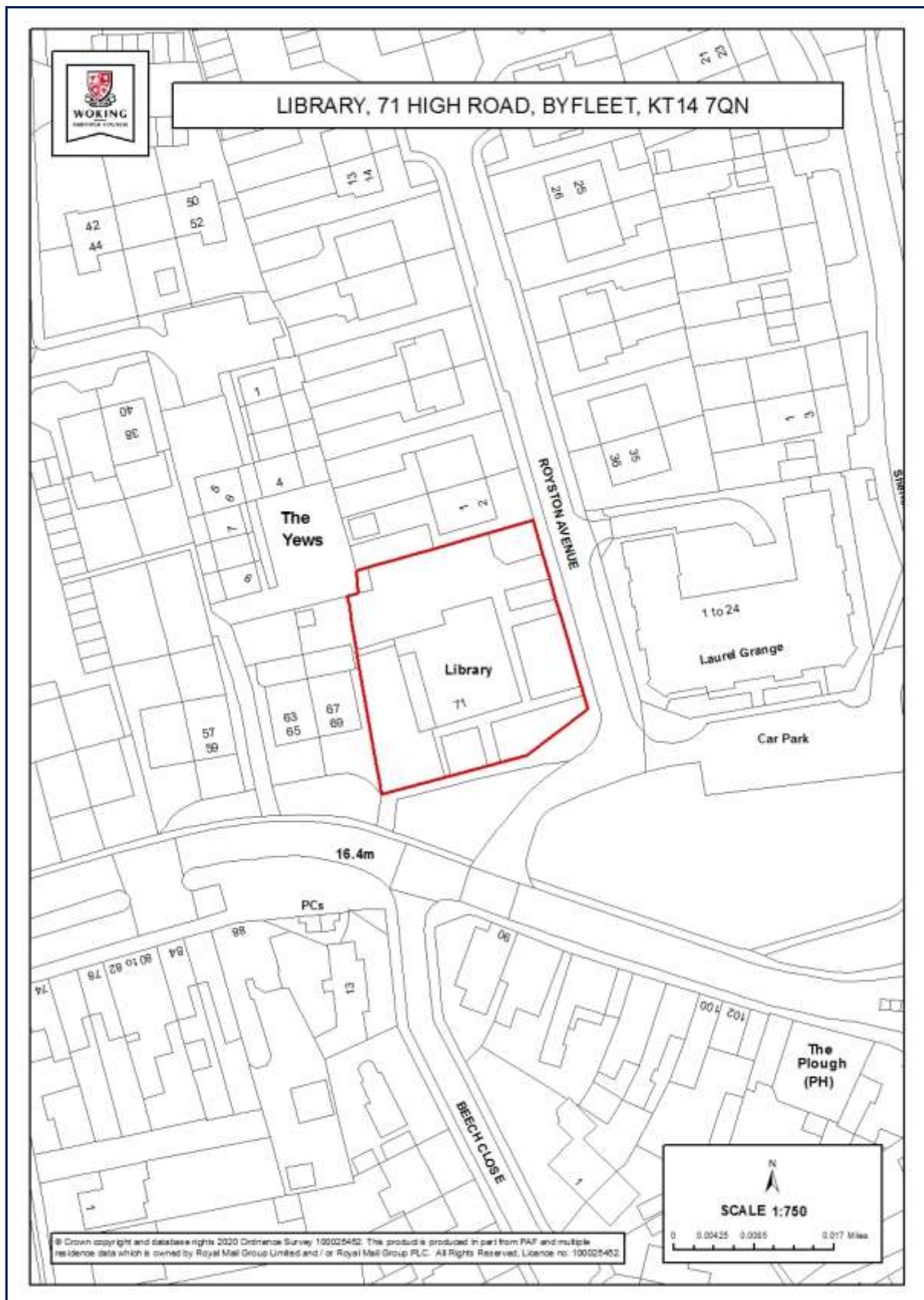
These sites are proposed for future development and/or for the provision of infrastructure, as described in the 'Proposal' section of each site entry. These Proposal Sites have references beginning UA.

It is highlighted that since the publication of the Site Allocations DPD for Regulation 18 Consultation, the status of a number of the sites has changed. For example, development on some sites has commenced, and is likely to be completed by the time the DPD is adopted. This type of site has been deleted, but would still count towards the overall supply of land. A few new sites have also been added based on new evidence.

Delivery of these sites is expected up to 2027.

Proposal reference: UA1

Site address: Library, 71 High Road, Byfleet, KT14 7QN





Policy UA1: Library, 71 High Road, Byfleet, KT14 7QN

This 0.13 ha site is allocated for a mixed use development to comprise residential including Affordable Housing and a replacement library and community uses.

Anticipated site yield		Anticipated timescale
Residential	Community Use	2025-2026
12	Library	

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Include a replacement community facility (library) and ensure that some form of library service is retained during the redevelopment of the site;
- iv. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;
- v. Be of a scale and density that maximise the use of the site whilst reflecting the grain of the surroundings, and be sympathetic to the prevailing local character;
- vi. Provide a ground floor that directly addresses the street and a design that takes the opportunities offered by its prominent corner position to establish a strong sense of

<p>place and to create an attractive, welcoming and distinctive street scene;</p> <p>vii. Be supported by a Transport Statement to assess the likely impacts of the development and to inform appropriate mitigation;</p> <p>viii. Include appropriate provision for car, cycle parking and servicing within the site taking into account the Parking Standards SPD, the site's accessible location, and the need to avoid adverse highway safety effects;</p> <p>ix. Provide effective access arrangements that are safe and suitable for all users;</p> <p>x. Include storage of waste and recyclable materials within the site to minimise street clutter;</p> <p>xi. Provide a Flood Risk Assessment (in accordance with Policy CS9: <i>Flooding and water management</i> of the Core Strategy) due to the site's location within Flood Zones 1 and 2, and a high risk groundwater vulnerability zone. Assessments should take into account the most up to date climate change projections;</p> <p>xii. Apply a sequential approach to the layout of the development on the site to safely manage the residual risks of flooding and inform the siting of Sustainable Drainage Systems (SuDS) and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk. SuDS should be incorporated in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²;</p> <p>xiii. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'very good' standards for any non-residential buildings of 1,000 sqm or more, in accordance with Policy CS22: <i>Sustainable construction</i> of the Core Strategy and taking into account the Climate Change SPD;</p> <p>xiv. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments;</p> <p>xv. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure.</p>

Reasoned Justification and Supporting Text:

1. This site is within the Byfleet Local Centre, with local services such as schools, shops and community facilities close by.
2. Redevelopment of the site would have a regenerative effect and provide improvements to the street scene. It could provide enhanced community facilities with the replacement library on the lower floors.
3. It is anticipated that the site will yield at least 12 dwellings.

² The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

4. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
5. Redevelopment of the site would be liable to pay the relevant Community Infrastructure Levy. In addition, where justified, site specific measures may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the Development Plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is in the ownership of Surrey County Council and there are no known legal or other ownership problems associated with the site.

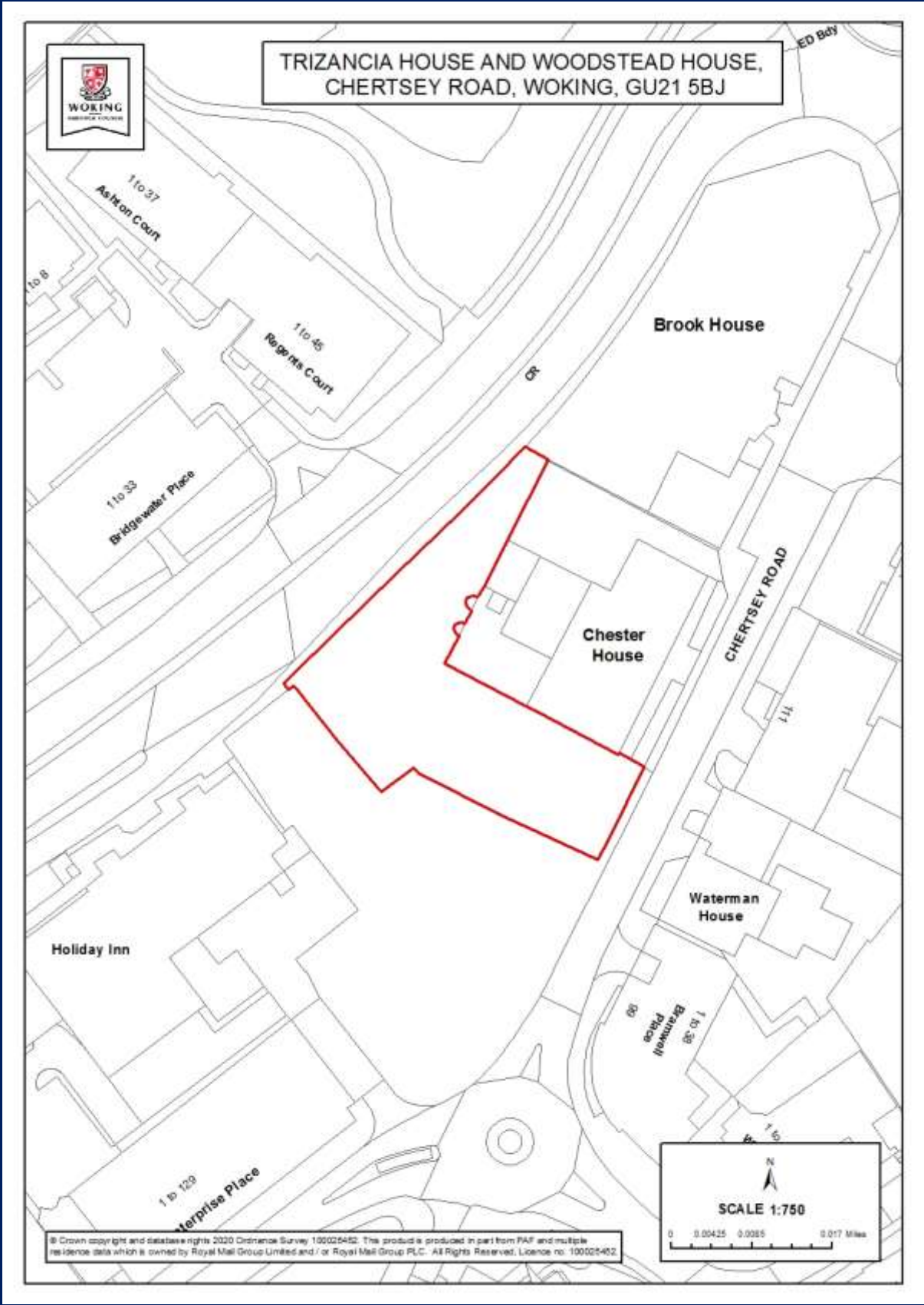
Monitoring	Key Core Strategy policy monitoring indicators: CS4: Local and neighbourhood centres and shopping parades; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery (completions)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA1: Library, 71 High Road, Byfleet KT14 7QN	Through development management process and working in partnership with developers and land owners	12 net additional dwellings, a replacement library and community uses by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace for community use	2025/2026
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB012);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study.

Proposal reference: UA2

Site address: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ





Policy UA2: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ

Anticipated site yield		Anticipated timescale
Residential	Office	2022-2024
50	4,000 SqM net (5,000 SqM gross)	

This 0.15 ha site is allocated for mixed use development composed of office space and residential use including affordable housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context, including allocated site UA3 and the Kings Court redevelopment;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;

- v. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vi. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- vii. Be supported by Transport Statement to assess the likely impacts of the development and to inform appropriate mitigation;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;
- x. Incorporate effective access arrangements that are safe and suitable for all users;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Make provision for landscaping and include proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³;
- xiv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xvi. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xvii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- xviii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*.

³ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

Reasoned Justification and Supporting Text:

1. The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. The site is within Woking Town Centre High Accessibility Zone.
2. Both Woodstead House and Trizancia House have been demolished. The latter building comprised of offices, which were vacant for some time and subsequently approved for demolition and use as a temporary car park (PLAN/2015/0111). There is opportunity for redevelopment of the whole site to deliver a mixed use scheme of residential and office uses.
3. It is anticipated that the site will yield at least 50 dwellings and 4000 sqm net office floorspace (5000 sqm gross). The indicative density for the site was subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable.
4. The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a quality Town Centre development opportunity.
5. Proposals for development of UA2 would greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
6. Development would need to accord with heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the adjacent Basingstoke Canal Conservation Area.
7. The Council will support the comprehensive redevelopment of the site in order to maximise the efficient use of land. However development proposals for individual elements of the site will be considered on their own merits. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- This site is in multiple ownership;
- The site is part vacant and is known to be available.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA2: Trizancia House & Woodstead House, Chertsey Road	Through development management process and working in partnership with developers and	50 net additional dwellings and 4,000 SqM net offices by end of 2023/24	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new	2025/26

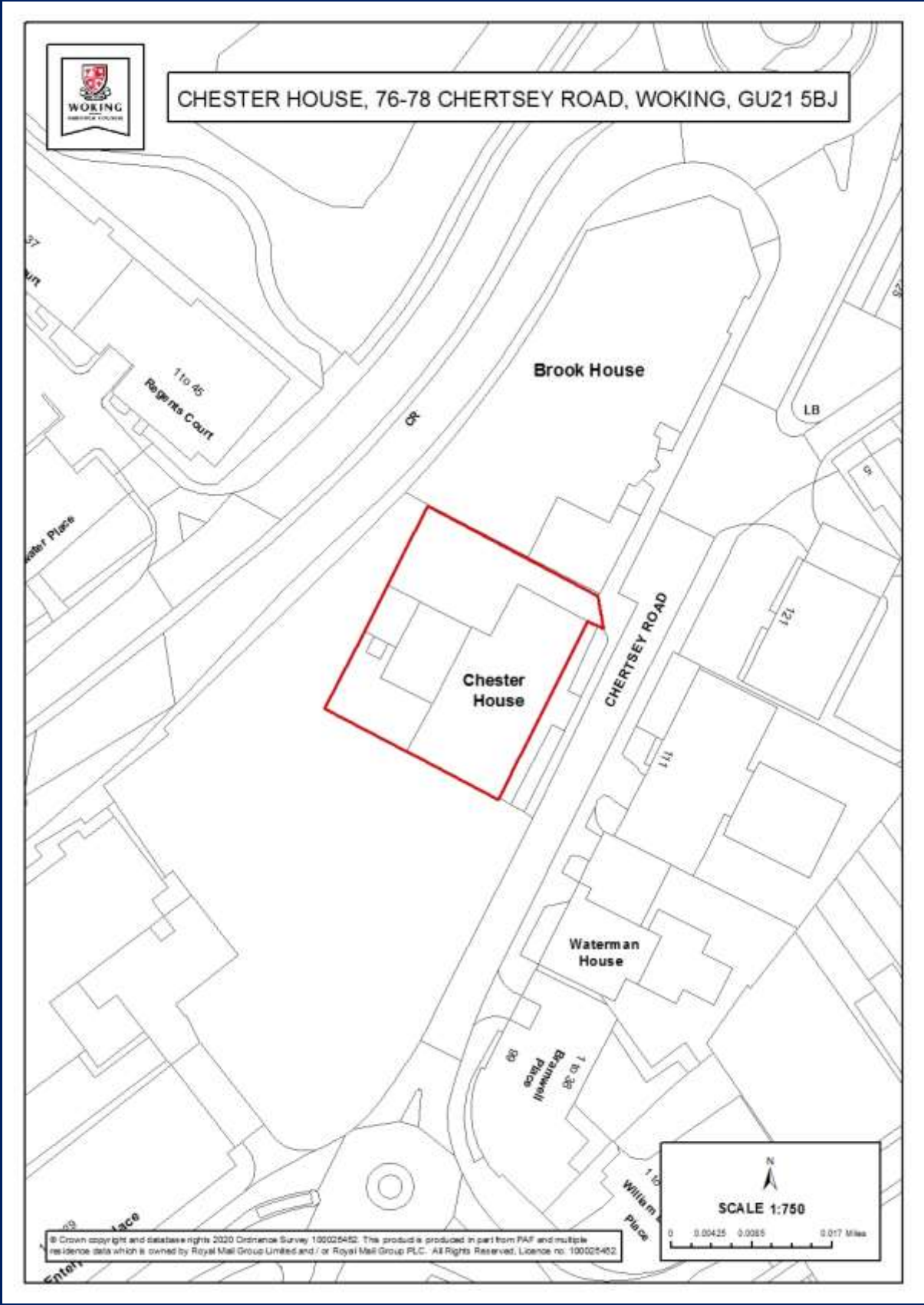
	land owners		dwellings completed by location Area of floorspace (SqM, net) for office use	
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment (SHLAACAN001);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Planning application PLAN/2014/0759 and PLAN/2014/1263.

Proposal reference: UA3

Site address: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ





Policy UA3: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ

Anticipated site yield		Anticipated timescale
Residential	Office	2022-2023
14	1,000 SqM net (3,000 SqM gross)	

This 0.15 ha site is allocated for offices and residential, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context, including adjoining allocated sites;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;

- v. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vi. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- vii. Be supported by a Transport Statement to assess the likely impacts of the development and to inform appropriate mitigation;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;
- x. Incorporate effective access arrangements that are safe and suitable for all users;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage⁴;
- xiv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xvi. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xvii. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;
- xviii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*.

⁴ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

Reasoned Justification and Supporting Text:

1. The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It comprises operational office premises. The site falls within Woking Town Centre High Accessibility Zone. The existing building has four storeys. There is opportunity here to redevelop these outdated offices to provide modern offices.
2. It is anticipated that the site will yield at least 1000 sqm net additional office floorspace (3000 sqm gross) and up to 14 dwellings.
3. The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a high quality Town Centre development opportunity.
4. Proposals for development of UA3 would greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
5. Development would need to accord with heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the adjacent Basingstoke Canal Conservation Area.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is known to be available.

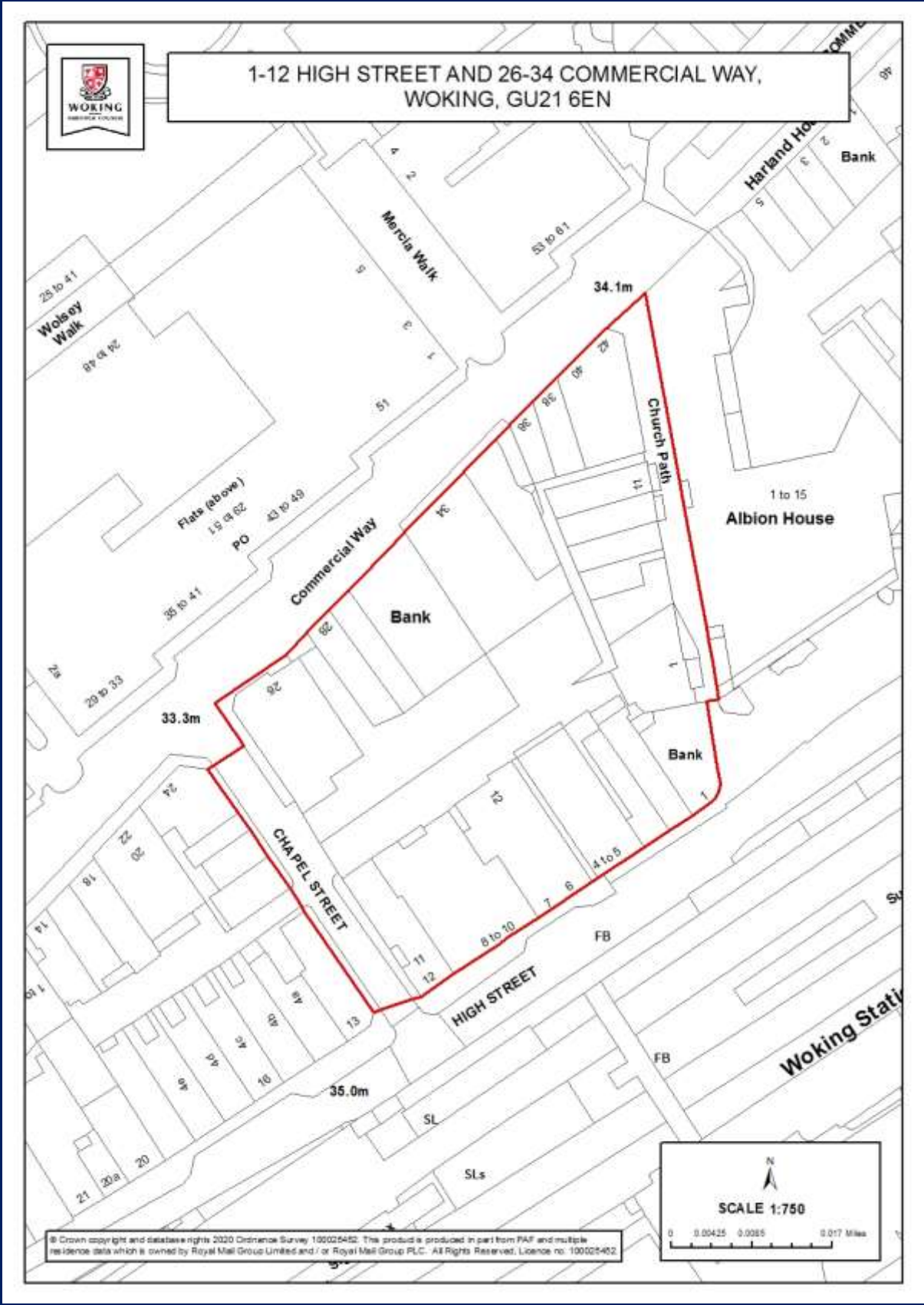
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA3 Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Through development management process and working in partnership with developers and land owners	14 net additional dwellings and 1,000 SqM net offices by end of 2022/23	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN035);
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA4

Site address: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN





Policy UA4: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN

Anticipated site yield		Anticipated timescale
Residential	Office	Up to 2027
149	1,600 SqM net (2,000 SqM gross)	

This 0.58 ha site is allocated for a mix of uses to comprise residential including Affordable Housing, offices and retail.

Key Requirements

Development of the site will be required to:

- i. Make a contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of Woking Railway Station (see allocation site UA7);
- ii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iv. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the Parking Standards SPD; the site's accessible location and the need to avoid adverse highway safety effects;

- v. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
- vi. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vii. Incorporate effective access arrangements that are safe and suitable for all users;
- viii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- ix. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- x. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- xi. Be of a high design quality and visually attractive as a result of good architecture, with development footprints, scales and densities that maximise the efficient use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context and not compromising the future development of allocated sites in the surrounding area;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiv. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement⁵;
- xv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xvi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: *Design*;
- xvii. Incorporate relevant sustainable construction requirements at the time of planning

⁵ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;
xviii.	Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
xix.	Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i> , CS21: <i>Design</i> , CS24: <i>Woking's landscape and townscape</i> , and DM20: <i>Heritage assets and their settings</i> ;
xx.	Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects.

Reasoned Justification and Supporting Text:

1. The site is in a suitable location for a mixed use development which would provide an opportunity to regenerate this area of the High Street and contribute significantly towards the continuous enhancement of the Town Centre. In order to achieve this, it is important that development takes account of the future development of nearby allocated sites and avoids compromising their delivery, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre
2. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Town Centre Conservation Area, within which the site falls; the adjacent Grade II Listed Signal Box; and the locally listed buildings of 1-2 High Street, 3-5 High Street and 40 – 42 Commercial Way.
3. The site acts as a gateway to this section of the Town Centre and there would be scope to provide a higher density development - although retail development would be required, to ensure active frontages at ground floor level.
4. It is anticipated that the site could yield at least 149 net additional dwellings, 1600 sqm office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable. It is anticipated that development would start by 2025/26 and complete shortly after the end of the plan period. Should the site not be started by this date, potential action will be triggered in accordance with the monitoring table below.
5. Proposals would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at: <http://publications.naturalengland.org.uk/publication/4720542048845824>
6. The council will support the comprehensive redevelopment of the site to maximise the efficient use of land. However, a phased approach would be considered on its own merits as long as it is underpinned by a development framework or masterplan which sets out a clear vision for the entire site, to ensure that phasing does not compromise the overall delivery of other parts of the site.

7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6 – 10 years;
- It would be a developer-led scheme;
- The site is in multiple ownership, some land assembly will be required;
- There is known developer interest in bringing forward some or all of this site.

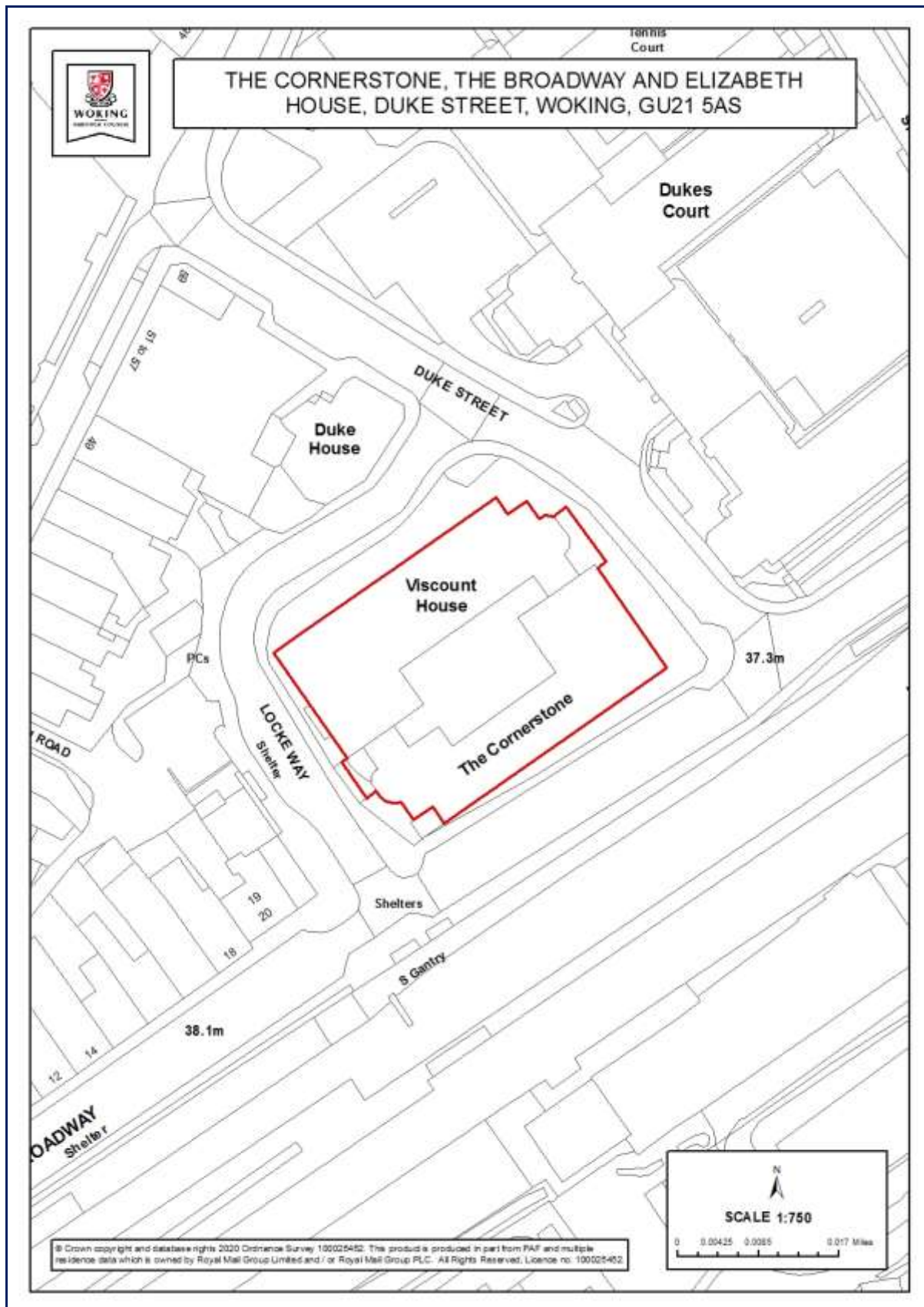
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA4 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Through development management process and working in partnership with developers and land owners	Start of 149 dwellings, 1,600 SqM net offices and retail use by end of 2025/26	Net additional dwellings started Net additional affordable dwellings started Size and type of new dwellings started by location Area of floorspace (SqM, net) for office and retail uses	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN006)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Heritage of Woking
- Retail Topic Paper (November 2019)

Proposal reference: UA5

Site address: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS





Policy UA5: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS

Anticipated site yield		Anticipated timescale
Residential	Office	2020-2022
94	1,000 SqM net (6,000 SqM gross)	

This 0.21 ha site is allocated for a mixed use development to comprise of residential including Affordable Housing and offices.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be supported by a Transport Statement to assess the likely impacts of the development and to inform appropriate mitigation;
- iv. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the Parking Standards SPD; the site’s accessible location and

- the need to avoid adverse highway safety effects;
- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - vi. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street within elevations that respect adjacent properties;
 - vii. Incorporate effective access arrangements that are safe and suitable for all users;
 - viii. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
 - ix. Be of a high design quality and visually attractive as a result of good architecture, with development footprints, scales and densities that maximise the efficient use of the site whilst reflecting the development grain of surroundings, in a way that is sympathetic to prevailing local character - taking into account the immediate context and not compromising the future development of allocated sites in the surrounding area;
 - x. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xi. Make provision for landscaping and include proportionate measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
 - xii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁶;
 - xiii. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xiv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers -. the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
 - xv. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xvi. Consider current or historical contaminative uses and make provision for appropriate investigation and any necessary remediation;
 - xvii. Provide a high standard of amenity for future users, including any necessary

⁶ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	mitigation in respect of the noise and air quality of the adjacent road and railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
xviii.	Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;
xix.	Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i> , CS21: <i>Design</i> , CS24: <i>Woking's landscape and townscape</i> , and DM20: <i>Heritage assets and their settings</i> .

Reasoned Justification and Supporting Text:

1. This site is located in a sustainable location within the Town Centre. The existing office space is rated as poor by the Employment Land Review and there is a high vacancy rate. The development should provide for an office floorspace that is fit for modern office needs.
2. The existing building is four storeys in height. It occupies an island site, adjacent to the Conservation Area. It is anticipated that the site will yield up to 94 dwellings and 1000 additional sqm office floorspace (6000 sqm gross). This indicative capacity of the site has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable.
3. A change of use development to accommodate 94 new dwellings (PLAN/2019/0645) commenced in July 2020.
4. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Woking Town Centre Conservation Area.
5. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at:
<http://publications.naturalengland.org.uk/publication/4720542048845824>.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.
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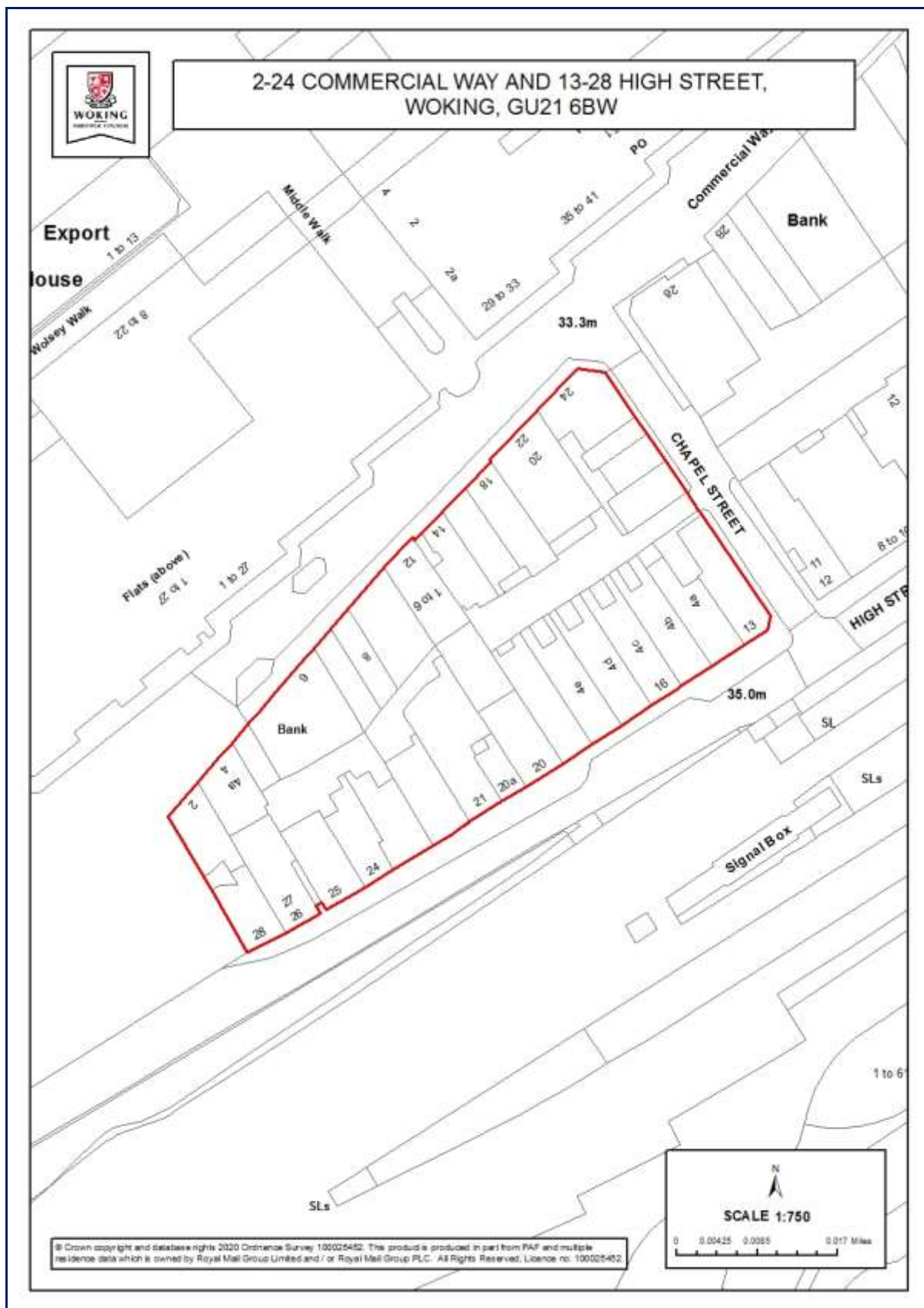
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA5 The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Through development management process and working in partnership with developers and land owners	94 net additional dwellings and 1,000 SqM net offices by end of 2021/22	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office use	2024/25
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN002);
- Planning application PLAN/2016/1433;
- Core Strategy examination note WBC17A;
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA6

Site address: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW





Policy UA6: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW

Anticipated site yield			Anticipated timescale
Residential	Retail	Office	
50		400SqM net (2,000SqM gross)	2025-2026

This 0.45 ha site is allocated for mixed use development to comprise of residential including Affordable Housing, retail and offices.

Key Requirements

Development of the site will be required to:

- i. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including the Victoria Square Development and adjacent public space, and adjacent allocated site UA4;
- ii. Make a contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see allocation site UA7);
- iii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iv. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- v. Include appropriate provision for car, cycle parking and servicing within the site,

- taking into account the Parking Standards SPD; the site's accessible location and the need to avoid adverse highway safety effects;
- vi. Be supported by a detailed Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;
 - vii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - viii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
 - ix. Incorporate effective access arrangements that are safe and suitable for all users;
 - x. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
 - xi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
 - xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xiii. Provide appropriate landscaping, including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
 - xiv. Be supported by a detailed Surface Water Drainage Design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁷ – upgrades to the existing drainage infrastructure are likely to be required;
 - xv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xvi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
 - xvii. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xviii. Consider current or historical contaminative uses of the site and make provision for

⁷ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

<p>appropriate investigation and any necessary remediation;</p> <p>xix. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments;</p> <p>xx. Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot;</p> <p>xxi. Re-provide existing office floorspace, with new provision seeking to address the employment needs of the Borough.</p>
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Reasoned Justification and Supporting Text:

1. This Town Centre site is located in a sustainable location for a mixed use development which would provide an opportunity to regenerate this area of the High Street and contribute significantly towards the continuous enhancement of the Town Centre. In order to achieve this, it is important that development takes account of the future development of nearby allocated sites and avoids compromising their delivery, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.
2. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Woking Town Centre Conservation Area and the Grade II Listed Signal Box located adjacent to the railway.
3. The site acts as a gateway to this section of the Town Centre and there would be scope to provide a higher density development - although retail development would be required, to ensure active frontages at ground floor level.
4. It is anticipated that the site could yield at least 50 net additional dwellings. The site is also anticipated to yield at least 400 sqm net additional office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable.
5. Proposals for development of UA6 would greatly benefit from early engagement with the statutory water and sewerage undertaker regarding the management of waste water capacity and surface water runoff; with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and, in view of the site's location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, with The Minerals Planning Authority to ensure that development would not affect the minerals function and operational requirements of the depot (in accordance with Policy MC6 of the Surrey Minerals Plan).
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;

- The site is in multiple ownership - some land assembly required.

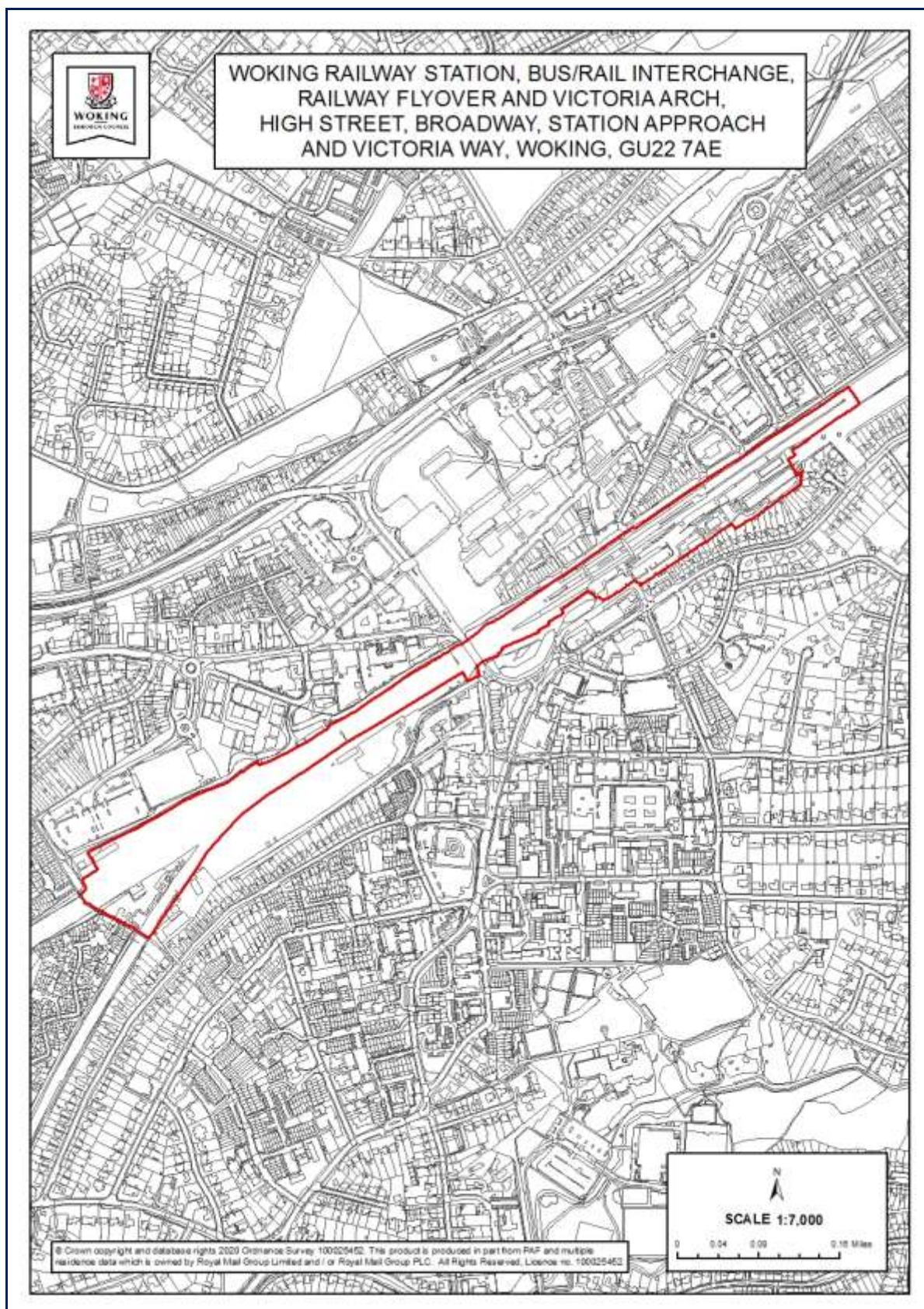
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA6 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Through development management process and working in partnership with developers and land owners	50 net additional dwellings, 400 SqM net offices, and retail use, by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office and retail use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

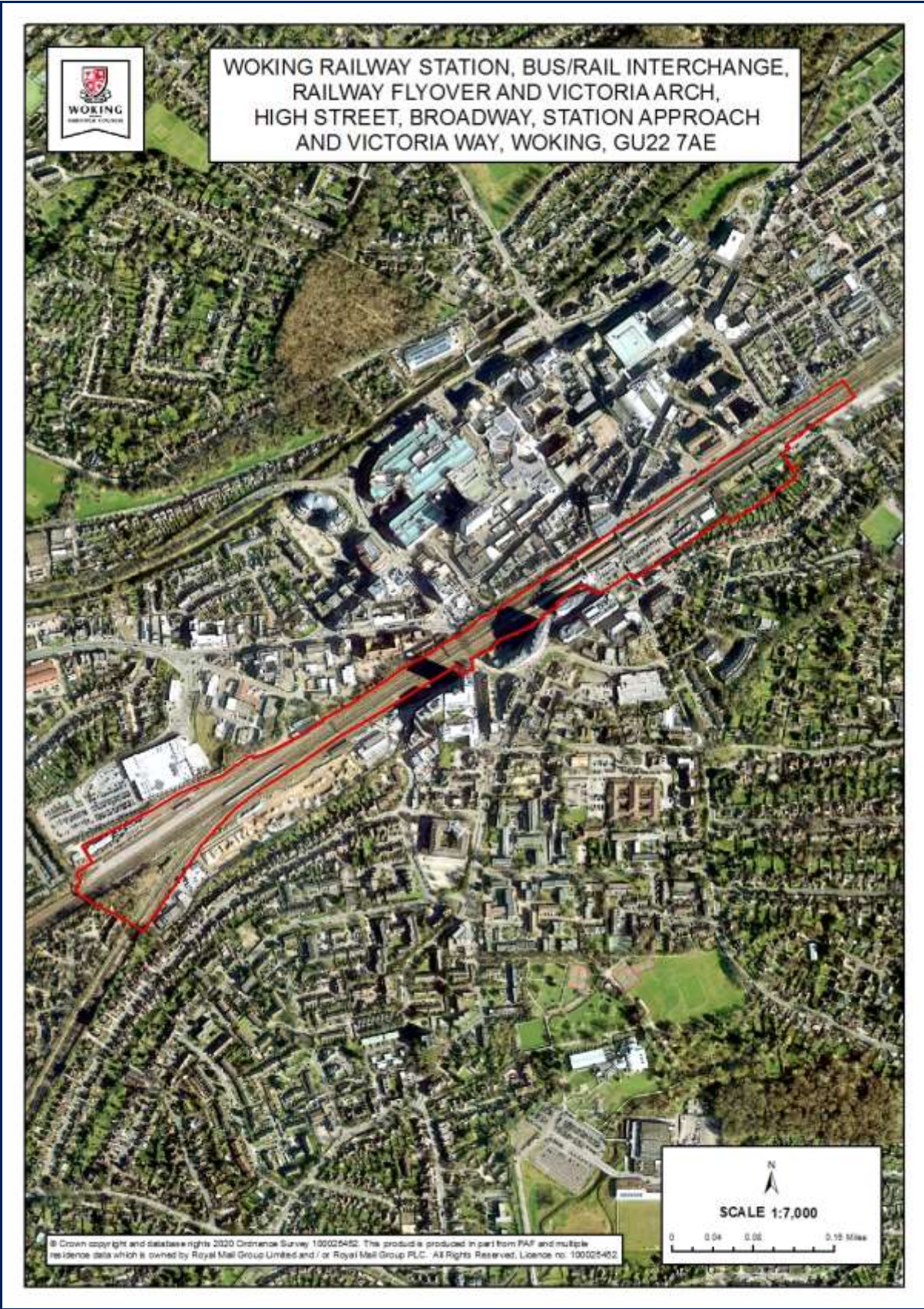
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN004);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA7

Site address: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7A







Policy UA7: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE

Anticipated site yield	Anticipated timescale
Essential infrastructure	2022-2027

This 9.43 ha site is safeguarded for essential infrastructure, namely a transport interchange hub at Woking railway station to include: plaza, bus interchange, railway flyover, improvements to rail facilities and taxi rank to south side of station; secure bike parking area within station facilities on the south side of the station; Brompton bike hire dock; improvements to bus interchange to the north side of station and improvements to Victoria Arch.

Key Requirements

Development of the site will be required to:

- i. Improve the arrival experience to the Town Centre, including a welcoming and distinctive public realm;
- ii. Enhance connectivity and improve access across the railway track, particularly for pedestrians and cyclists;
- iii. Be of exceptional design quality and visually attractive as a result of good architecture, where buildings are proposed;
- iv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking’s landscape and townscape*, and DM20: *Heritage assets and their settings*;
- v. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and

taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁸;

- vi. Incorporate relevant sustainable construction standards including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- vii. Be supported by an archaeological assessment in accordance with Core Strategy Policy CS20: *Heritage and conservation*;
- viii. Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot;
- ix. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation.

Reasoned Justification and Supporting Text:

1. The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy & Forward Programme (LTS) (September 2014) explains that capacity on the South West Main Line is a key issue affecting Woking. The station is the second largest in Surrey with 7.4 million entries and exits recorded in 2011/12. With the planned development for the town centre in particular, and the borough in general, patronage is predicted to increase, and the network will need improvement to cope.
2. In order to increase capacity on this railway line, the Network Rail Wessex Route Study (August 2015) proposed the creation of a flyover at Woking. This proposal for grade separation, alongside the creation of an additional platform at Woking, has subsequently been scheduled as an enhancement option for Control Period 6 (CP6) (2019-2024) in the Network Rail Route Strategic Plan: Wessex Route (February 2018). The upgrade of Victoria Arch has also been scheduled for CP6 as one of the key renewals on the Wessex Route.
3. It is also considered that at present, interchange between different modes of transport in and around the railway station can be improved. Whilst there is good provision for cycle-rail interchange to the south of the station, better provision could be made to the north of the station. There are ongoing measures to improve the station. Bus waiting facilities are poor and not well-signed from the northern exit of the station, despite being located nearby. One potential solution is the development of a 'transport interchange hub' at Woking railway station to improve passenger experience in changing between modes. Improvements to the ticket hall are also needed.
4. Attention would also need to be given to how pedestrians and cycles get safely from one side of the railway to the other, the railway being a physical barrier to the town in this location. There is an opportunity to significantly improve pedestrian connectivity between the two parts of Woking Town Centre.
5. These improvements should be seen in the context of the wider Town Centre Sustainable Transport Improvements. Developments in the town centre would be expected to contribute to the delivery of these works if it is justified.
6. The Core Strategy Examination Inspector commented specifically on the need for improvements to the railway station. The report (paragraph 71) states 'A key

⁸ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

component in the Borough’s strategy is the presence of Woking Railway Station. Concerns have been raised as to the capacity of the station and its rail services to meet the increased demands placed upon them by the level of growth and development intended for the town and Borough over the plan period. However, whilst this matter should remain a focus for review, the available evidence which includes the London and South East Route Utilisation Strategy, does not indicate that Woking and its station have fundamental capacity issues which cannot be addressed by a range of initiatives which may, for example, include longer trains and ticket pricing strategies’.

7. Development would need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to: the Grade II Listed Signal Box which is within the site boundary; the adjacent Woking Town Centre and Mount Hermon Conservation Areas; the adjacent Grade II Listed Building (Railway Electrical Control Room); and the adjacent locally listed buildings (1-2 and 3-5 High Street, and 40-42 Commercial Way).
8. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and also with the Minerals Planning Authority in view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, in accordance with Policy MC6 of the Surrey Minerals Plan.
9. The Council is committed to the delivery of these improvements.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- Funding will be assisted through the Local Sustainable Transport Fund (LSTF).

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS16 Infrastructure Delivery; CS18 Transport and Accessibility.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA7 Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Through working in partnership with Network Rail and Surrey County Council	Delivery by end of 2026/27, in accordance with Control Periods of Network Rail’s project plan, and delivery dates set in the Infrastructure Delivery Plan (including future updates)	Delivery of specific projects such as the transport interchange hub, and Woking Flyover as detailed in UA7, in accordance with the relevant Project Plans	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of heads of terms for S106; Reprioritise infrastructure investment;				

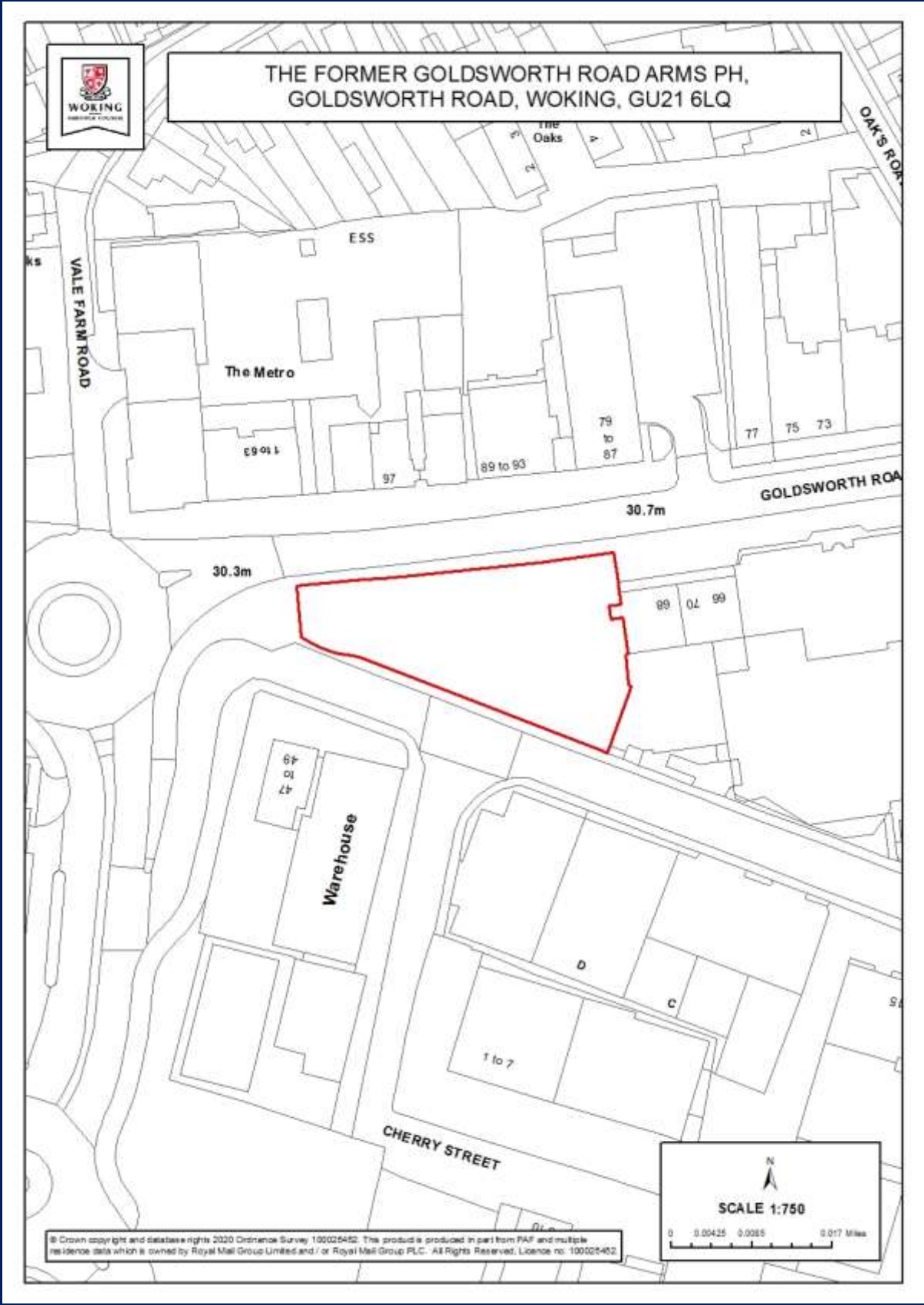
Review of allocation.

Key evidence base:

- Woking Borough Community Infrastructure Levy Regulation 123 list (2014);
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Surrey Rail Strategy;
- Railway design guidance by Network Rail;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Wessex Route study (consultation draft, Network Rail, November 2014);
- Network Rail Route Strategic Plan: Wessex Route (February 2018).

Proposal reference: UA8

Site address: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ





Policy UA8: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ

Anticipated site yield	Anticipated timescale
Residential	2022-2027
43	

This 0.12 ha site is allocated for residential use, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;
- iv. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;
- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Create an attractive, welcoming and distinctive public realm and provide a ground floor that directly addresses the street on both Goldsworth Road and Poole Road, and a design that takes the opportunities offered by this prominent corner position to

- improve the arrival experience to the Town Centre from Goldsworth Road;
- vii. Incorporate effective access arrangements that are safe and suitable for all users;
 - viii. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
 - ix. Be of exceptional design quality, and attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;
 - x. Be of a scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to prevailing local character;
 - xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
 - xiii. Make provision for landscaping and include proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
 - xiv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
 - xvi. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xvii. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;
 - xviii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
 - xix. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and the Council's guidance supporting the provision of a Surface Water Drainage Statement⁹;
 - xx. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water

⁹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

flood risk to the site, how the development will be made safe, and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;

- xxi. Contribute towards alternative community infrastructure in accordance with Policy CS19: *Social and community infrastructure*.

Reasoned Justification and Supporting Text:

1. The site is currently vacant following the demolition of the former public house (PLAN/2014/1320). It is situated at a key gateway location as you enter Woking Town Centre from the west.
2. The site is triangular in shape and is bound by Goldsworth Road to the north and Poole Road to the south. There are currently a number of land uses adjacent to the site, including a mixed use residential and retail development at 1-63 Goldsworth Road, commercial development along Goldsworth Road and industrial uses within the Poole Road/Butts Road employment area.
3. The site is within Woking Town Centre. It is within walking and cycling distance of key services and facilities including schools, Woking Hospital and Woking Railway Station. It is also adjacent to an existing cycle route and is served by a regular bus service.
4. A redevelopment of residential is considered a more effective use of the site. It is anticipated that the site could yield up to 43 dwellings. There is scope for the site to come forward as part of any comprehensive redevelopment of the Poole Road Industrial Estate (allocation site UA14).
5. Development would need to accord with the heritage and conservation policies of the Development Plan and NPPF. Heritage assets include, but are not limited to, the adjacent locally listed buildings (65-77 Goldsworth Road).
6. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site; and the Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- It would be a developer-led scheme;
- The site is currently vacant (ceased trading in 2011) and is known to be available for development.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.
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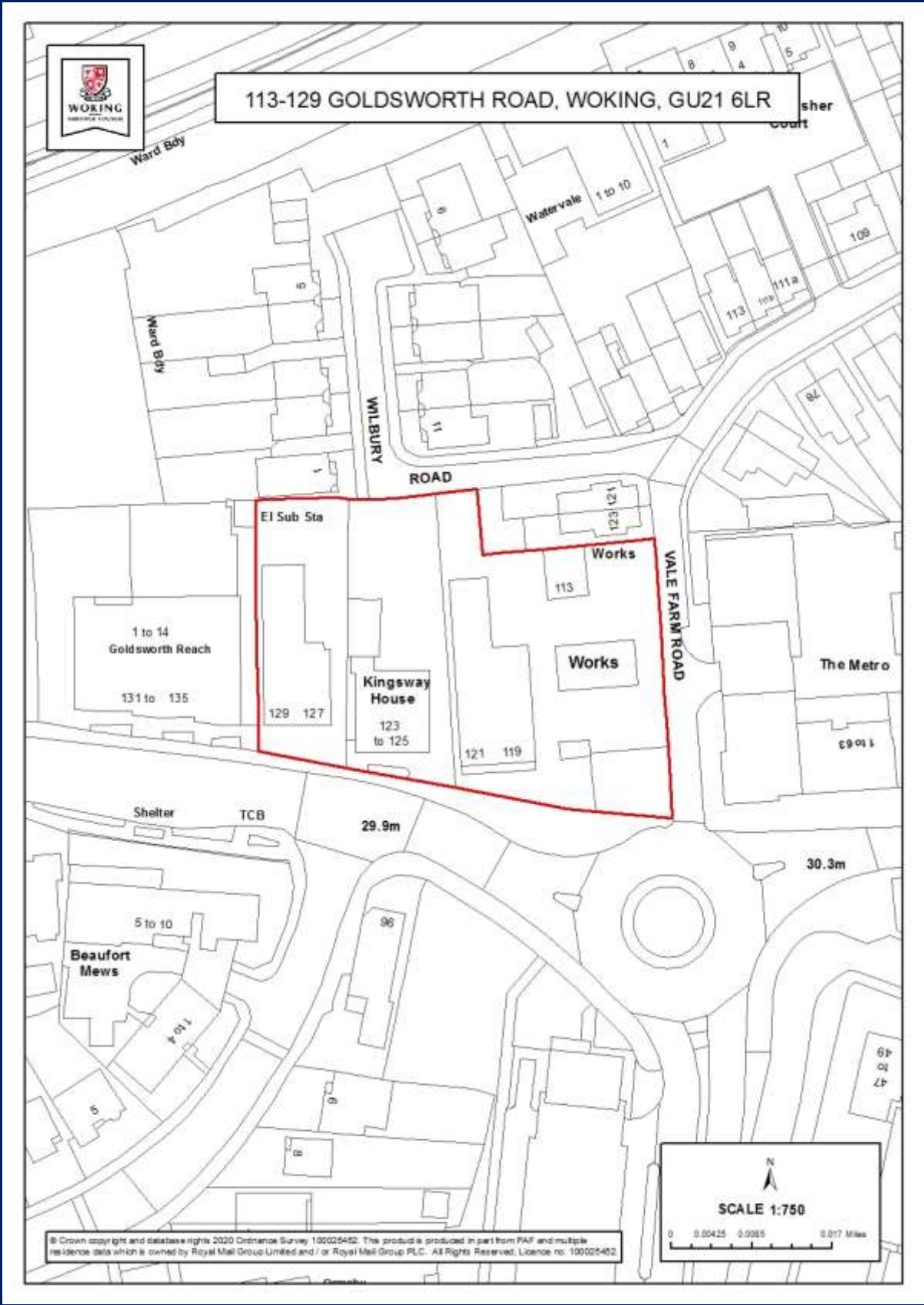
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA8 The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Through development management process and working in partnership with developers and land owners	43 net additional dwellings by end of 2023/24	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN033);
- Sustainability Appraisal;
- Planning Application PLAN/2012/0736 and PLAN/2015/0404;
- Prior approval application PLAN/2014/1320;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA9

Site address: 113-129 Goldsworth Road, Woking, GU21 6LR





Policy UA9: 113-129 Goldsworth Road, Woking, GU21 6LR

Anticipated site yield		Anticipated timescale
Residential	Office	2025-2027
55	Re-provision of existing floorspace	

This 0.32 ha site is allocated for mixed use development to comprise of office and residential development, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;
- iv. Be supported by a Transport Statement, where relevant, to assess the likely impacts of development and inform appropriate mitigation;
- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties

and a design that improves the arrival experience to the Town Centre from Goldsworth Road;

- vii. Incorporate effective access arrangements that are safe and suitable for all users;
- viii. Be of a height informed by the local and wider Town Centre context, taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- ix. Be of high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – in particular, development should be scaled sensitively and step down to respect the adjacent low-rise residential areas at this transitional edge of centre location;
- x. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xi. Retain any trees of demonstrable amenity value, and provide appropriate landscaping including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xii. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts of surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement¹⁰;
- xiii. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xiv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: *Design*;
- xv. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: Sustainable construction and taking into account the Climate Change SPD;
- xvi. Consider current or historical contaminative uses of this site, and make provision for appropriate Investigation and any necessary remediation;
- xvii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and ensure that appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

¹⁰ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

1. This site is located within Woking Town Centre at the corner of Goldsworth Road and Vale Farm Road. The existing buildings on the site vary between one and three storeys in height and uses range from retail, office and sui generis.
2. The site has a significant frontage on Goldsworth Road and forms a corner plot at the Goldsworth Road roundabout. Any proposed development at this gateway roundabout on Goldsworth Road should contribute towards enhancing the approach to the Town Centre from the west of the Borough.
3. The site has good access to public transport and key services by both foot and cycling. Any development on the site will need to ensure it is of a scale and height that will respect the residential properties to the rear as well as improve the active frontage along Goldsworth Road.
4. It is anticipated that the site could yield at least 55 dwellings and re-provision of existing office floorspace, likely to be in the form of a flatted scheme with office units on the ground floor.
5. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership and there are a number of existing tenancies;
- The landowners have been contacted.

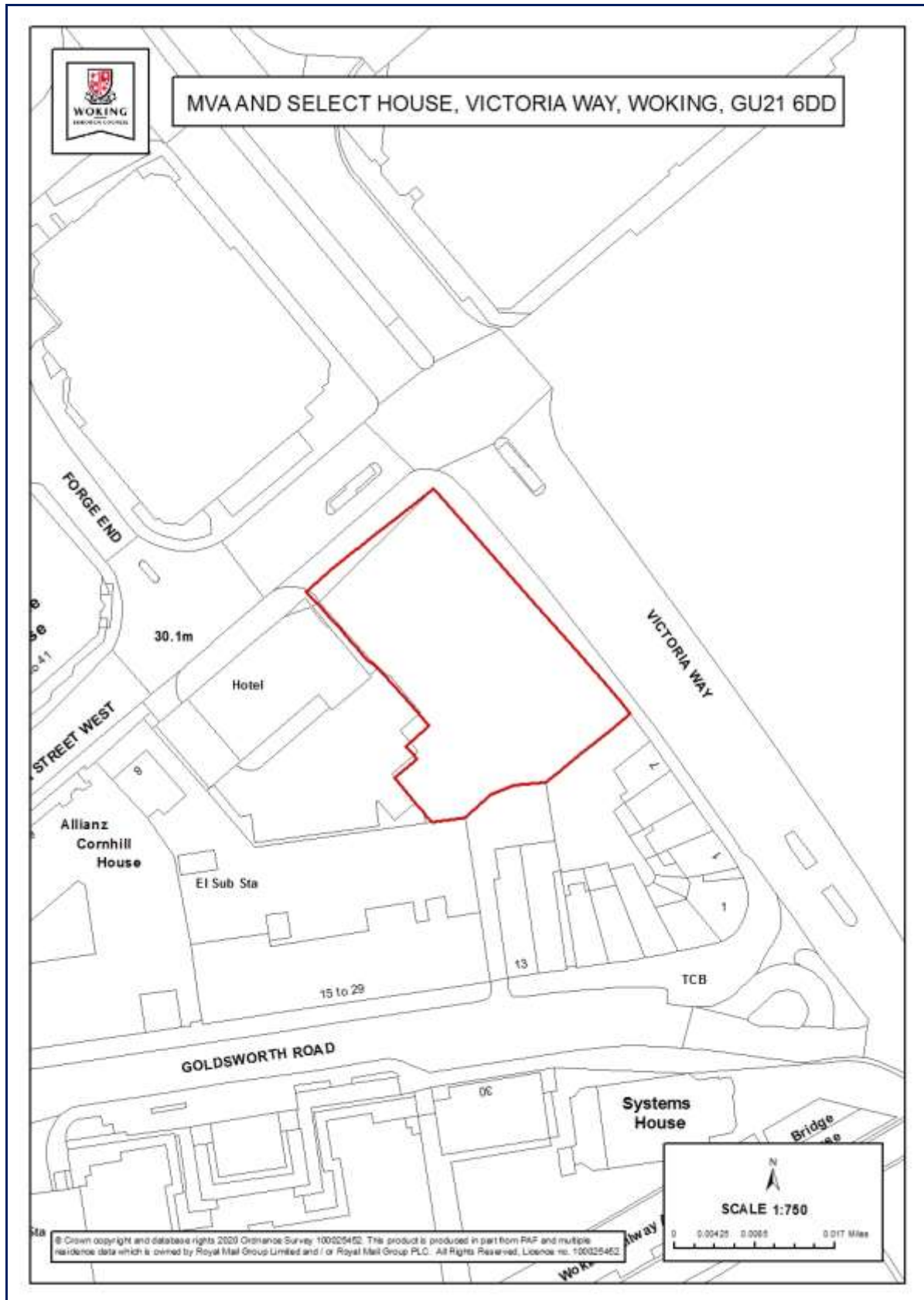
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA9 113-129 Goldsworth Road, Woking, GU21 6LR	Through development management process and working in partnership with developers and land owners	55 net additional dwellings and re-provision of existing office floorspace by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

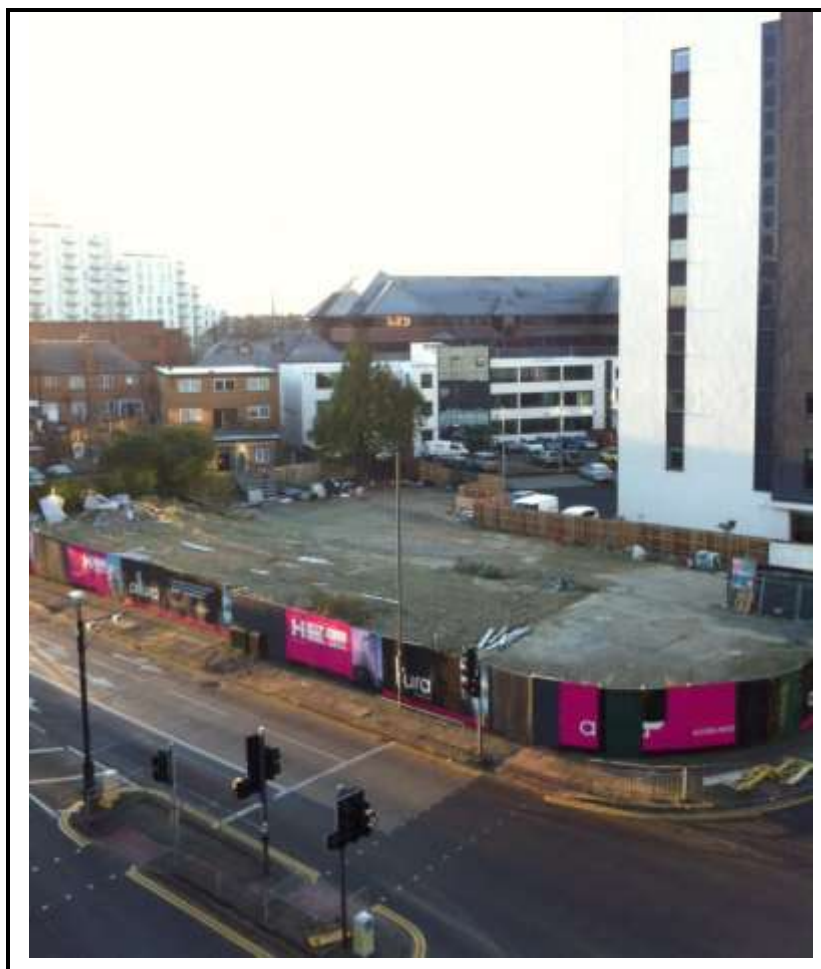
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAASTJ002);
- Sustainability Appraisal;
- Employment Topic Paper;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA10

Site address: MVA and Select House, Victoria Way, Woking, GU21 6DD





Policy UA10: MVA and Select House, Victoria Way, Woking, GU21 6DD

Anticipated site yield	Anticipated timescale
Office	Up to 2027
16,719SqM net (16,719SqM gross)	

This 0.15 ha site is allocated for office development.

Key Requirements

Development of the site will be required to:

- i. Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including other Western Approach allocated sites (UA11, UA12 and UA13) and the Victoria Square development;
- ii. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;

- iii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties and a design that improves the arrival experience to the Town Centre from Goldsworth Road;
- v. Incorporate effective access arrangements that are safe and suitable for all users;
- vi. Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, glare and light pollution;
- vii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- ix. Have a design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement¹¹;
- x. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupiers;
- xii. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM ‘Very Good’ standards for any buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xiii. Consider current or historical contaminative uses of this site, and make provision for appropriate investigation and any necessary remediation;
- xiv. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads.

Reasoned Justification and Supporting Text:

1. The site is 0.16 ha. of previously developed land within the Town Centre, located on a prominent junction between Victoria Way and Church Street West. The former four storey office building on this site has been demolished and the site is currently vacant.
2. It is important that the development complements that of other Western Approach allocated sites (UA11, UA12 and UA13) and the Victoria Square Development, to

¹¹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

3. The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.
4. It is anticipated that the site could yield at least 16,719 sqm office floorspace (16,719 sqm gross).
5. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site.
6. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA10 MVA and Select House, Victoria Way, Woking, GU21 6DD	Through development management process and working in partnership with developers and land owners	16,719 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

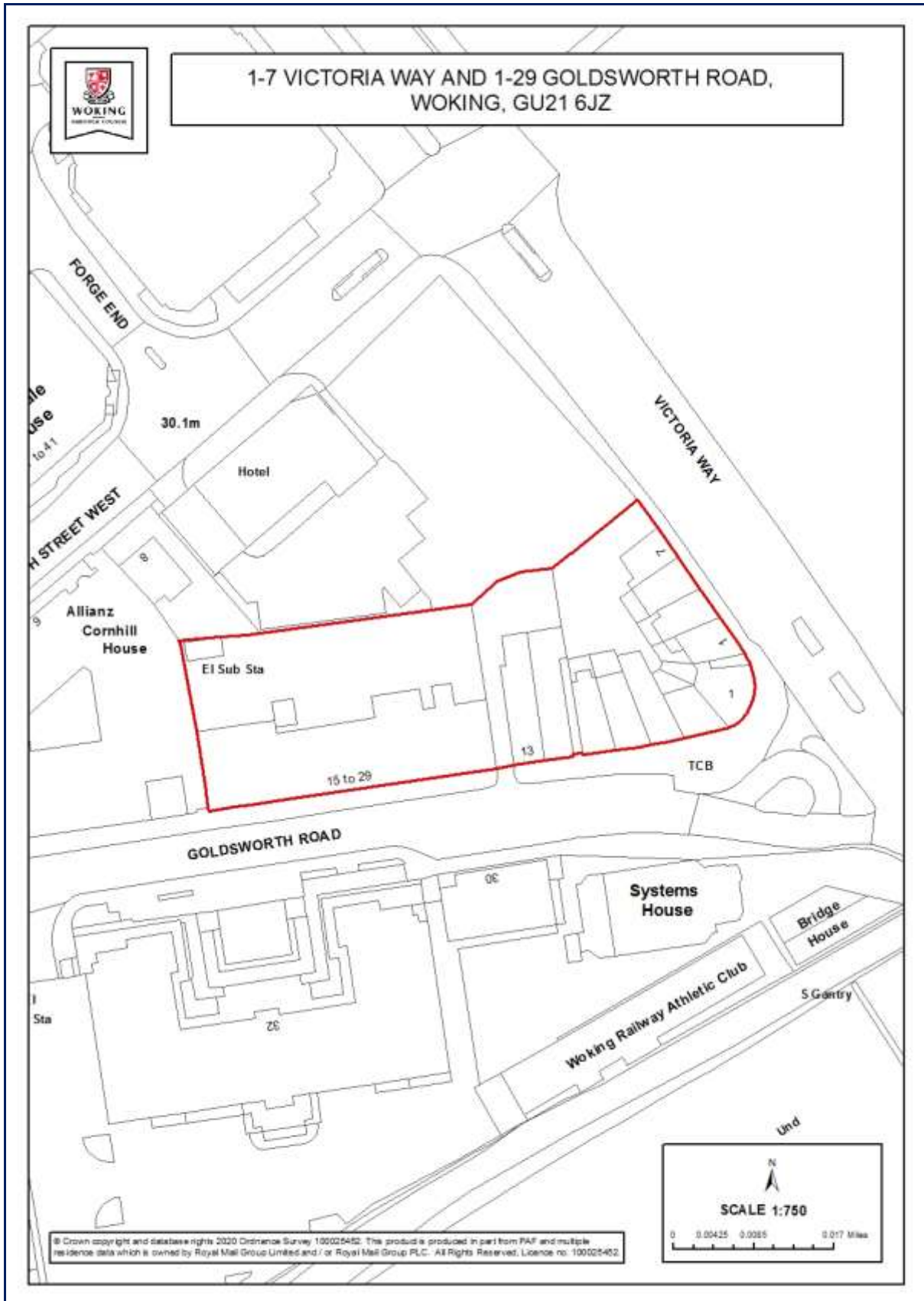
Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment;
- Planning application PLAN/2007/0688 and PLAN/2011/0120;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;

- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA11

Site address: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ





Policy UA11: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ

Anticipated site yield			Anticipated timescale
Residential	Retail	Office	
55		1,200SqM net (3,000SqM gross)	2024-2027

This 0.3 ha site is allocated for mixed use to comprise of retail, office and residential development including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Be of exceptional design quality and visually attractive at this prominent corner position as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including other Western Approach allocated sites (UA10, UA12 and UA13) and the Victoria Square development;
- ii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iv. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;

- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, with elevations that respect adjacent properties;
- vii. Incorporate effective access arrangements that are safe and suitable for all users;
- viii. Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, glare and light pollution. In particular, development will need to carefully consider the transition in buildings from 34 storeys at Victoria Square to 3 storeys at 31 Goldsworth Road;
- ix. Include storage of waste and recyclable materials within the site minimise street clutter;
- x. Provide a high standard of amenity for future users, in particular residential occupants, including any necessary mitigation in respect of noise and air quality, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- xi. Retain any trees of demonstrable amenity value, and provide appropriate landscaping, including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xii. Consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;
- xiii. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement¹²;
- xiv. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xvi. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction*, and taking into account the Climate Change SPD;
- xvii. Avoid any impact, directly or indirectly, on the minerals functions and operational

¹² The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

requirements of the Downside Goods Yard rail aggregates depot.

Reasoned Justification and Supporting Text:

1. This site is currently made up of the Woking Job Centre Plus (15-29 Goldsworth Road) and a number of ground floor retail units with a mix of residential and commercial uses at first and second floor level. To the rear of the properties are servicing areas and private car parking. All of the existing buildings are three storey in height.
2. With the development of the proposed Victoria Square scheme, the site will be considered to be within a transition area between the approved high density Victoria Square Development and the edge of Town Centre buildings along Goldsworth Road. There is therefore an opportunity to intensify the use of the site to reflect this transition in building heights. Due to the existing mixed use development on the site, the principle of a mixed use is acceptable.
3. The site is well served by public transport, with several frequent bus services and Woking Railway Station within a short walking distance. It is adjacent to the Woking Town Centre Primary Shopping Area and is within the Woking Town Centre High Accessibility Zone.
4. It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.
5. The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.
6. It is anticipated that the site could yield at least 55 dwellings, 1200 sqm office floorspace (3000 sqm gross), and retail floorspace.
7. In view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6, proposals for the development of the site would greatly benefit from early engagement with Surrey Council.
8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership and land assembly may be complex;
- The landowners have been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

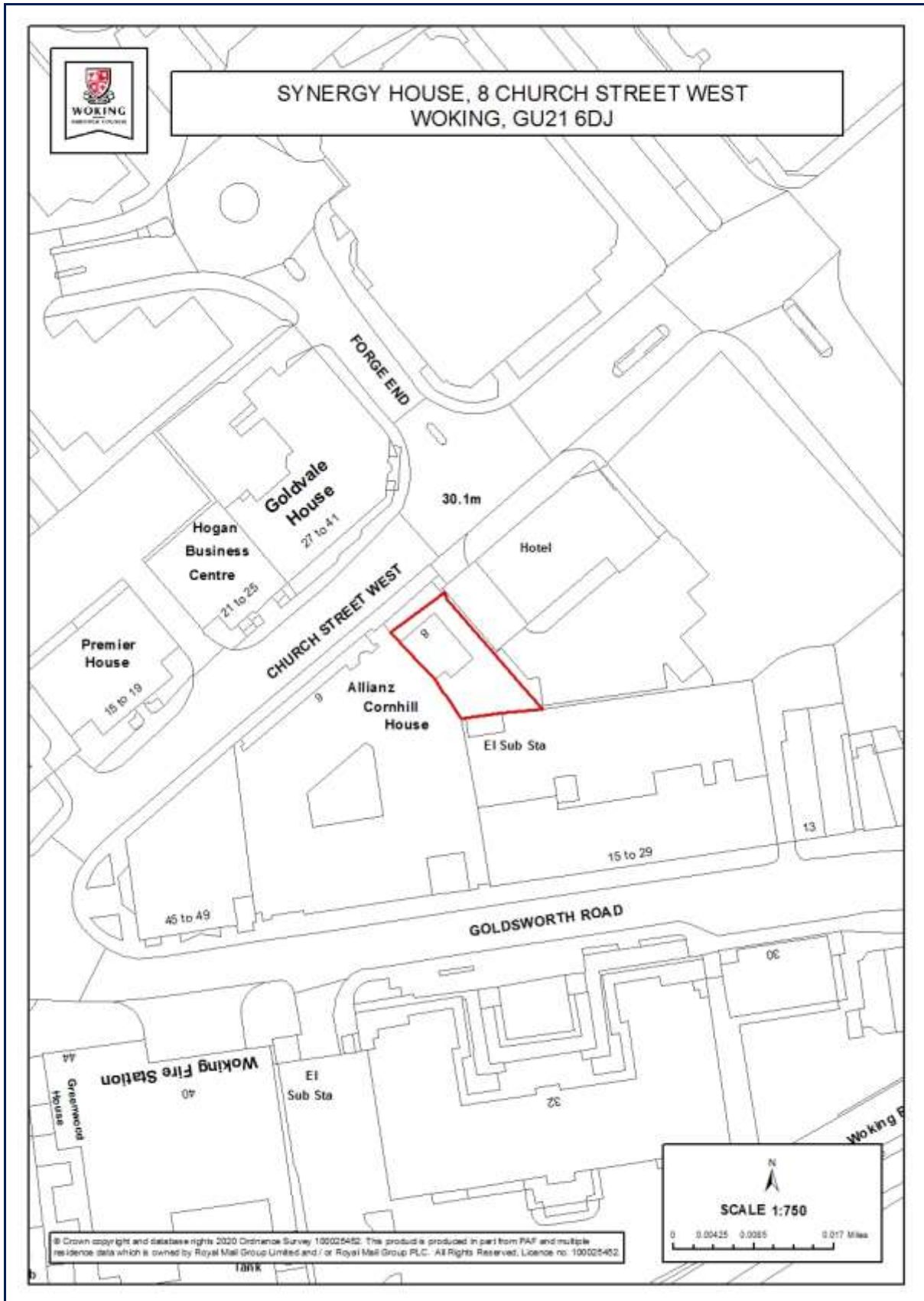
<p>UA11 1-7 Victoria Way and 1- 29 Goldsworth Road, Woking, GU21 6JZ</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>55 net additional dwellings and 1,200 SqM net offices, and retail use, by end of 2026/27</p>	<p>Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office and retail use</p>	<p>2025/26</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN028);
- Sustainability Appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA12

Site address: Synergy House, 8 Church Street West, Woking, GU21 6DJ





Policy UA12: Synergy House, 8 Church Street West, Woking, GU21 6DJ

Anticipated site yield	Anticipated timescale
Office	Up to 2027
900SqM net (1,000SqM gross)	

This 0.02 ha site is allocated for office development.

Key Requirements

Development of the site will be required to:

- i. Be of high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including other Western Approach allocated sites (UA10 ,UA11 and UA13);
- ii. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;
- iii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- iv. Create an attractive, welcoming and distinctive public realm, and provide ground floors that directly address the street, with elevations that respect adjacent properties;
- v. Incorporate effective access arrangements that are safe and suitable for all users;

- vi. Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, glare and light pollution;
- vii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- ix. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement¹³;
- x. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupier;
- xii. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xiii. Retain the electricity sub-station;
- xiv. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road.

Reasoned Justification and Supporting Text:

1. This is a small two storey building set amongst surrounding high density development along Church Street West. The surrounding buildings vary from four storeys to ten storeys. The adjacent building is the recently built hotel which is ten storeys. Synergy House is dwarfed in comparison.
2. There is opportunity to redevelop the site to maximise the efficiency of the land.
3. It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.
4. The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.

¹³ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

5. It is anticipated that the site could yield at least 900 sqm office floorspace (1000 sqm gross).
6. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

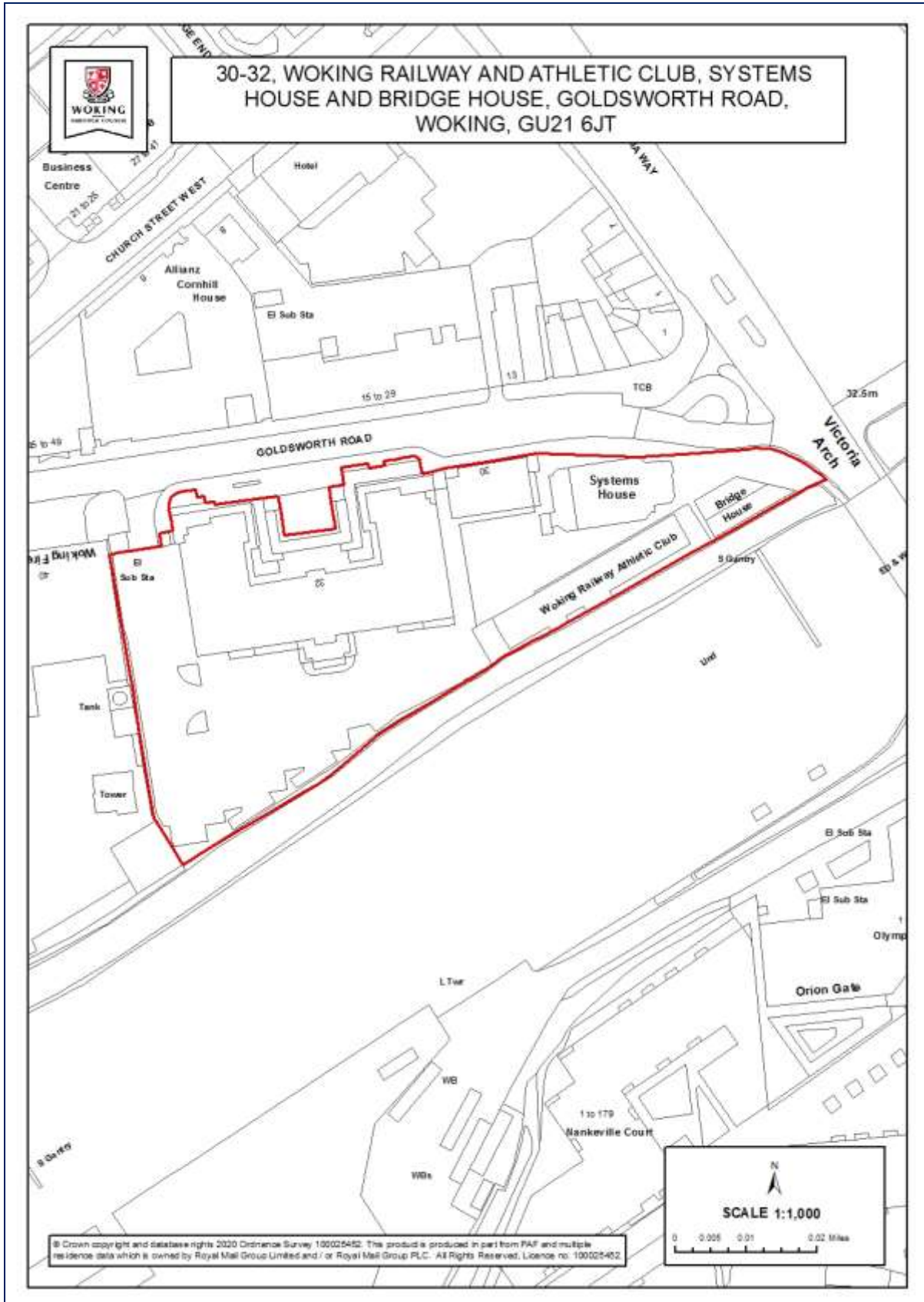
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA12 Synergy House, 8 Church Street West, Woking, GU21 6DJ	Through development management process and working in partnership with developers and land owners	900 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA13

Site address: 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT





Policy UA13: 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT

Anticipated site yield				Anticipated timescale
Residential	Retail	Office	Community Uses	2024-2027
125		1,500SqM net (10,000SqM gross)		

This 0.72 ha site is allocated for mixed use to comprise of residential, office, community and retail development.

Key Requirements

Development of the site will be required to:

- i. Be of exceptional design quality and visually attractive at this prominent position as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including other Western Approach allocated sites (UA11, UA12 and UA14) and the Victoria Square Development;
- ii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;

- iv. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site's accessible location and the need to avoid adverse highway safety effects;
- v. Accord with Core Strategy Policy CS19: *Social and community infrastructure* in terms of re-provision of community floorspace;
- vi. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vii. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;
- viii. Create an attractive, welcoming and distinctive public realm, and provide ground floors that directly address the street, with elevations that respect adjacent properties;
- ix. Incorporate effective access arrangements that are safe and suitable for all users;
- x. Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, light pollution, overshadowing and glare. In particular, development will need to carefully consider the transition in building heights from 34 storeys at Victoria Square, to five storeys at Woking Fire Station/Greenwood House;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiii. Be supported by a Detailed Surface Water Drainage Design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement¹⁴;
- xiv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xv. Avoid any impact, directly or indirectly, on the future widening of Victoria Arch Tunnel at Victoria Way (allocated site UA7);
- xvi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xvii. Incorporate relevant sustainable construction requirements at the time of planning

¹⁴ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;
xviii.	Consider current or historical contaminative uses of the. and make appropriate provision for investigation and any necessary remediation;
xix.	Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts cause by the adjacent road and railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
xx.	Be supported by a detailed Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;
xxi.	Avoid any impact, directly or indirectly, on the minerals function and operational requirements of the Downside Goods Yard rail aggregates depot.

Reasoned Justification and Supporting Text:

1. This site is located within Woking Town Centre. It is triangular in shape and is bounded by Goldsworth Road to the north and a railway embankment to the south. The existing site is made up of commercial floorspace, Woking Railway and Athletic Club, a retail unit at the corner of Victoria Way and a vacant bar/public house (30 Goldsworth Road). To the rear of the existing buildings are servicing areas and car parking.
2. Any mixed use development on the site will need to include high quality office floorspace to replace the existing floorspace as well as providing additional office floorspace if viable. The principle for mixed use development has already been established on the site through the grant of planning permissions (PLAN/2007/1298 and PLAN/2008/1350). There is also in-principle support to grant planning permission for mixed use redevelopment of the site, subject to an S106 Agreement being agreed. This proposal would see 560 dwellings permitted.
3. The site is located between the proposed Victoria Square Development and the proposed Woking Fire Station on Goldsworth Road. Any development on the site would need to be designed to provide a transition between the building heights at either end.
4. The allocated site is within walking distance of Woking Railway Station, Woking Primary Shopping Area and several key services and facilities. It is also within the Woking Town Centre High Accessibility Zone and is considered a sustainable location for a high density mixed use development.
5. It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.
6. The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and

its surrounds. It is anticipated that the site could yield at least 125 dwellings, 1500 sqm additional office floorspace (10,000 sqm gross), retail and community floorspace.

7. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site; and also with the Minerals Planning Authority in view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, in accordance with Policy MC6 of the Surrey Minerals Plan
8. Proposals should take into account Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitat Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed at:
<http://publications.naturalengland.org.uk/publication/4720542048845824>
9. The development would be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership, some land assembly will be required;
- The majority of the site is currently not in operational use;
- Landowners have been contacted to determine the availability of site for development.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development; CS19 Social and community infrastructure			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA13 30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Through development management process and working in partnership with developers and land owners	125 net additional dwellings, 1,500 SqM net offices, community and retail uses by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office, community and retail uses	2025/26

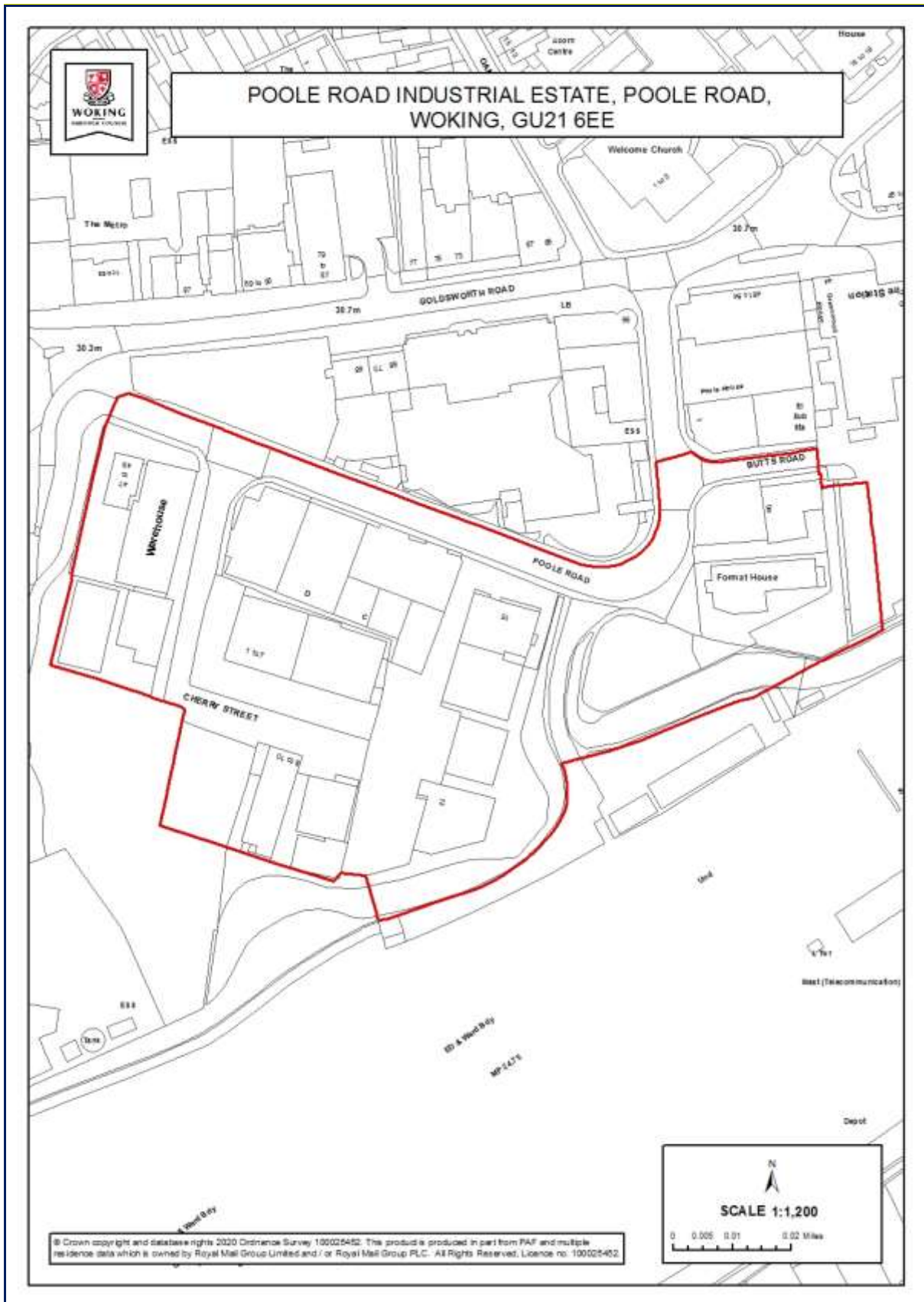
Potential action depending on monitoring outcomes may include:
Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN027);
- Planning application PLAN/2016/0742;
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA14

Site address: Poole Road Industrial Estate, Woking, GU21 6EE





Policy UA14: Poole Road Industrial Estate, Woking, GU21 6EE

Anticipated site yield				Anticipated timescale
Residential	Office	Warehousing	Energy Station	Up to 2027
	40,742SqM net (49,000SqM gross)			

This 1.56 ha site is allocated for mixed use development to comprise of offices, warehousing and a new Energy Station. An element of residential use, including Affordable Housing, will be supported if it does not result in an overall loss of employment floorspace and meets all other relevant requirements of the development plan.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of any residential development of the site on the Thames Basin Heaths Special Protection Area, should a residential element be proposed;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, should a residential element be proposed;
- iii. Ensure that individual component parts of the site complement others within the overall estate, to enable effective integration of the development;
- iv. Include appropriate provision of car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location, and the need to avoid adverse highway safety effects;

- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;
- vii. Create an attractive, welcoming and distinctive public realm that improves the arrival experience to the Town Centre, with grounds floors that directly address the street;
- viii. Incorporate effective access arrangements that are safe and suitable for all users;
- ix. Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that maximise the use of the site while reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing local character;
- x. The corner of the site adjacent to the roundabout at Goldsworth Road forms part of the gateway entrance to the Town Centre along Goldsworth Road. Any development at this corner should enhance the gateway and contribute to the sense of arrival into the Town Centre;
- xi. Be of a height informed by the local and wider Town Centre context, taking into account the local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, light pollution, overshadowing and glare;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiii. Retain any trees of demonstrable amenity value and provide appropriate landscaping including proportionate measures to support the protection, enhancement and management of local biodiversity and green infrastructure;
- xiv. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement¹⁵;
- xv. Consider potential wastewater network capacity constraints in this area and the impact of development on the wastewater network;
- xvi. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xvii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - any residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xviii. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any

¹⁵ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

<ul style="list-style-type: none"> xix. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and necessary remediation; xx. Provide a high standard of amenity for future users including any necessary mitigation in respect of noise and air quality; xxi. Avoid impacts, directly or indirectly, on the minerals function and operation requirements of the Downside Goods Yard rail aggregates depot. 	<p>non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</p>
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Reasoned Justification and Supporting Text:

1. The wider site reflects the designated Employment Area of the Core Strategy – with the exception of the newly completed Fire Station Station – and comprises smaller sites of predominantly one and two storey commercial warehouse units that make up the industrial estate. The existing units have high occupancy rates and any proposed development of the site would need to make provision for the relocation of the existing businesses or incorporate them into the new scheme. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area, and to maximise the benefits of redeveloping this important employment site. There is also scope for the site to come forward for development as part of any future development of the former Goldsworth Arms Public House (allocation site UA8).
2. Although the site is not within Woking Town Centre, it is in close proximity to it and therefore has excellent access to public transport, services and facilities. The site is therefore considered to be suitable for intensification of the employment use to provide for offices and warehousing. It is anticipated that the site could yield at least 49,000SqM (gross) office and/or warehousing floorspace, as well as a new Energy Station as identified in the Infrastructure Delivery Plan, to facilitate expansion of the existing energy network in the Town Centre. There is an extant planning permission for a 2,658SqM Energy Centre (PLAN/2018/1362) at the site. In accordance with Core Strategy Policy CS15: *Sustainable economic development*, a redevelopment proposal which includes an element of residential use will be supported if it does not result in an overall loss of employment floorspace anticipated to be delivered on the site to meet the requirements of the Core Strategy.
3. The corner of the site located at the roundabout on Goldsworth Road forms part of the western approach into the Town Centre. Any development at this location should contribute towards enhancing this gateway and respect the scale of development located along Goldsworth Road.
4. Early assessment has identified potential wastewater network capacity constraints in this area. Proposals for development would greatly benefit from early engagement with the statutory water and sewerage undertaker for Woking to determine the impact of development on the wastewater network, and whether a detailed drainage strategy should be submitted with a planning application; with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site; and also with the Minerals Planning

Authority in view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6.

- The development may be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- This would be a joint council and developer-led scheme;
- Properties are in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development, CS16 Infrastructure Delivery.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA14 Poole Road Industrial Estate, Woking, GU21 6EE	Through development management process and working in partnership with developers and land owners	40,742 SqM net office/warehousing, and an energy station by end of 2026/27. There is potential for net additional dwellings, as long as this does not result in an overall loss of employment floorspace.	Area of floorspace (SqM, net) for office and warehousing use A new energy station Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

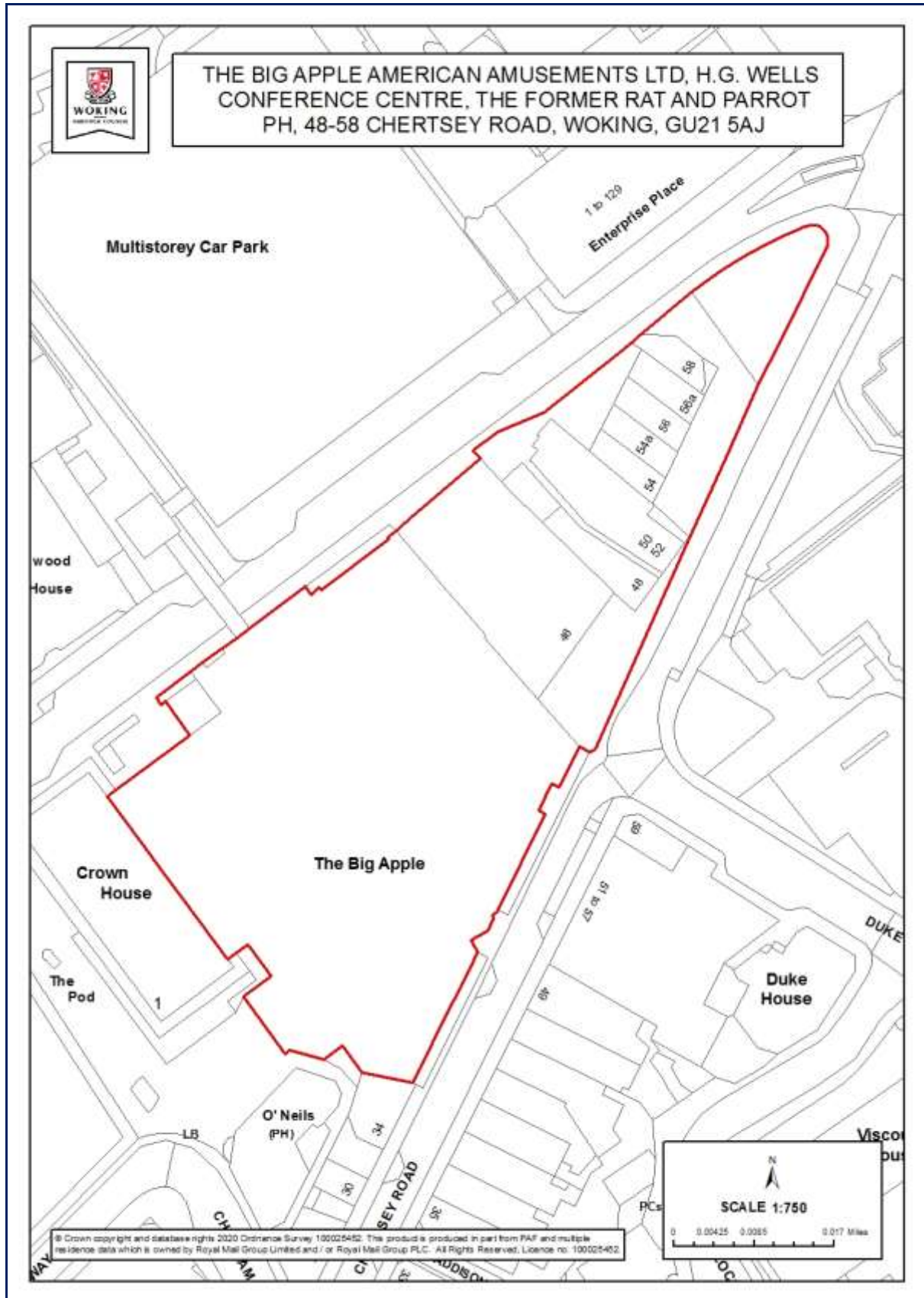
Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment;
- Core Strategy examination note WBC17A;
- Sustainability Appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;

- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Climate Change SPD;
- Character Study.

Proposal reference: UA15

Site address: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ





Policy UA15: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ

Anticipated site yield				Anticipated timescale
Residential	Community Uses	Retail	Office	
67	Provision of community/cultural and entertainment floorspace		Re-provision of existing office floorspace	2022-2023

This 0.69 ha site is allocated for a mixed use scheme to comprise community, leisure, offices, retail and residential including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Ensure that individual parts of the site complement others within the site area, to enable effective integration of the development;
- ii. Accord with Core Strategy Policy CS19: *Social and community infrastructure*;
- iii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iv. Contribute towards Affordable Housing provision in accordance with Policy CS12:

Affordable Housing of the Core Strategy;

- v. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site's accessible location and the need to avoid adverse highway safety effects;
- vi. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vii. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation;
- viii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- ix. Incorporate effective access arrangements that are safe and suitable for all users;
- x. Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that maximise the use of the site while reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing local character;
- xi. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, light pollution and glare;
- xii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*; CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
- xiii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiv. Retain any trees of demonstrable amenity value, and provide appropriate landscaping, including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xv. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage¹⁶;
- xvi. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
- xvii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers -. the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;

¹⁶ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

- xviii. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xix. Consider current or historical contaminative uses of the site and make provisions for appropriate investigation and any necessary remediation. Limited investigation required dependent upon the sensitivity of the proposed use(s);
- xx. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts caused by proximity to the road, and ensure that appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

1. The site is within the Town Centre close to the station and so accessibility to public transport and key services (schools, GP surgeries) by bike and foot is excellent. It is also within the Woking Town Centre Primary Shopping Area and Secondary Shopping Frontage.
2. The site is currently a collection of buildings including an entertainment arcade (The Big Apple) retail units (Chertsey Road) and the HG Wells Conference Centre. It comprises a mixture of both bulky buildings and smaller two storey units, some of which are vacant, including the former Rat and Parrot Public House. There is an opportunity to regenerate this currently underutilised area via a mixed use redevelopment scheme including leisure, offices, retail and residential uses. The expectation is that individual parts of the site will complement one another to ensure effective integration, enhancement and sustainable development of the entire area, maximising the benefits of developing this important Town Centre site.
3. Development would need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to: the adjacent Town Centre Conservation Area and the adjacent locally listed buildings (O'Neill's Public House, 26 Chertsey Road, 23-33 Chertsey Road and 35 - 41 Chertsey Road).
4. It is anticipated that the site could yield at least 67 dwellings, leisure and community facilities. Any existing office floorspace within the site would also need to be re-provided as part of any proposed scheme. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable. The NPPF sets out that planning policies should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities. Accordingly, the re-provision of floorspace to accommodate entertainment, cultural and community uses is necessary to ensure that a number of existing operators, which contribute to the Town Centre's diverse economy and support its vitality, can continue and are not left without a home. Applicants will be expected to provide evidence that they have consulted with existing community users in accordance with Policy CS19: *Social and community infrastructure*.
5. Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site.

6. Development of the site will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- This would be as a developer-led scheme;
- Properties are in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area;
- There is potential for the site to also include Crown House;
- 48 and 50/52 Chertsey Road known to be available;
- Some of the units are vacant and have been for some time;
- The landowners have been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development; CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA15 The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Through development management process and working in partnership with developers and land owners	67 net additional dwellings, retail use, re-provision of entertainment, cultural and community uses, and re-provision of existing office floorspace by end of 2022/23	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office, retail, and community and leisure uses	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

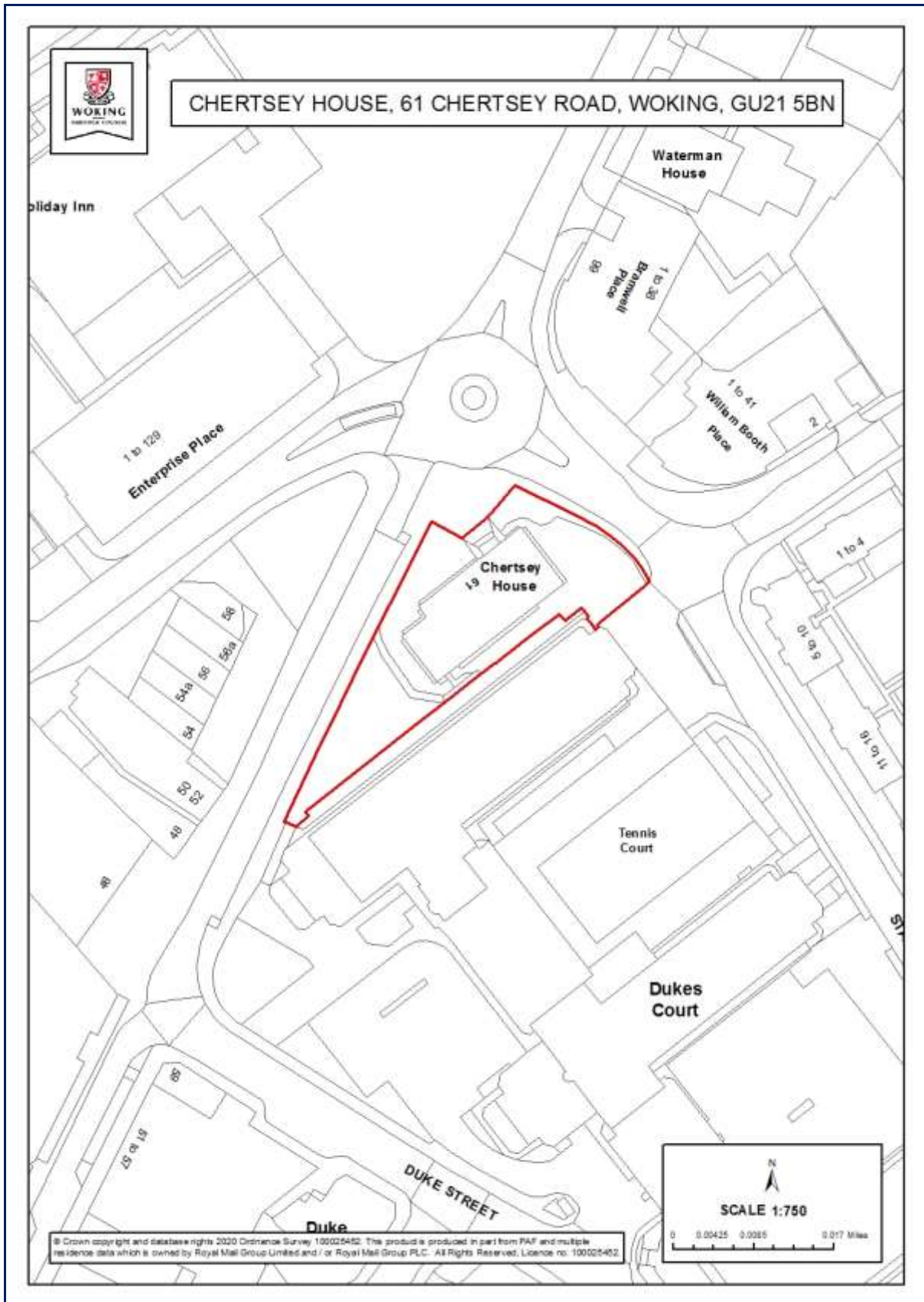
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN030);
- Core Strategy examination note WBC17A;
- Employment Topic Paper;
- Sustainability appraisal;

- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA16

Site address: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN





Policy UA16: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN

Anticipated site yield	Anticipated timescale
Office	Up to 2027
740SqM net (1,000SqM gross)	

This 0.12 ha site is allocated for office development.

Key Requirements

Development of the site will be required to:

- i. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD; the site’s accessible location and the need to avoid adverse highway safety effects;
- ii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- iii. Create an attractive, welcoming and distinctive public realm which improves the arrival experience to the Town Centre from Chertsey Road, and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- iv. Incorporate effective access arrangements that are safe and suitable for all users;
- v. Be of a height informed by the local and wider Town Centre taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, light pollution

- and glare;
- vi. Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
 - vii. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - ix. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement¹⁷;
 - x. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupiers;
 - xii. Incorporate relevant sustainable construction requirements at the time of planning application, including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more, in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xiii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
 - xiv. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads.

Reasoned Justification and Supporting Text:

1. The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. The site falls within Woking Town Centre High Accessibility Zone. The existing building is a two storey office building, located on a prominent corner.
2. There is opportunity to extend the building to intensify the office use in this gateway location.
3. It is anticipated that the site could yield 740 sqm additional office floorspace (1000 sqm gross).
4. Proposals for development of UA16 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.

¹⁷ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

5. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

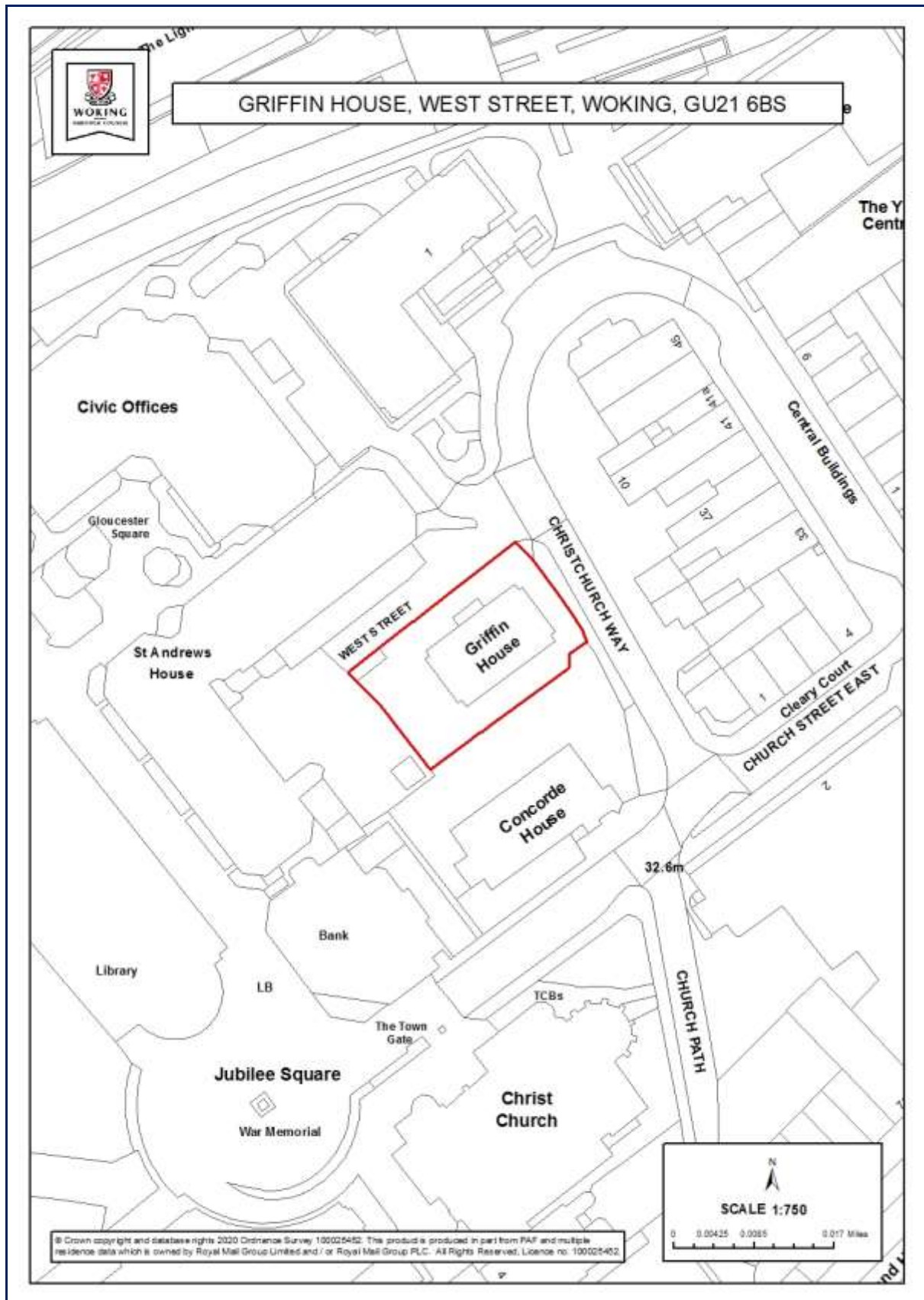
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA16 Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Through development management process and working in partnership with developers and land owners	740 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA17

Site address: Griffin House, West Street, Woking, GU21 6BS





Policy UA17: Griffin House, West Street, Woking, GU21 6BS

Anticipated site yield	Anticipated timescale
Office	Up to 2027
1,000SqM net (1,700SqM gross)	

This 0.08 ha site is allocated for office development.

Key Requirements

Development of the site will be required to:

- i. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- ii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- iii. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing, glare and light pollution;
- iv. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible location and the need to avoid adverse highway safety effects;

- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Incorporate effective access arrangements that are safe and suitable for all users;
- vii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- ix. Have a design that mitigates the impact on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement¹⁸;
- x. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
- xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupier;
- xii. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM ‘Very Good’ standards for any buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xiii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;
- xiv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking’s landscape and townscape*, and DM20: *Heritage assets and their settings*.

Reasoned Justification and Supporting Text:

1. This site is in a sustainable location within the Town Centre. The existing office building is a four storey brick building with parking to the rear. The offices are in use and are considered to be good quality. However the site is low density in comparison to the surrounding offices in this location. There is potential to intensify the office use on this site.
2. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Grade II Listed Building (Christ Church).

¹⁸ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

3. It is anticipated that the site could yield at least 1000 sqm office floorspace (1700 sqm gross) and could come forward for development alongside Proposal Site UA18 as part of a comprehensive redevelopment.
4. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

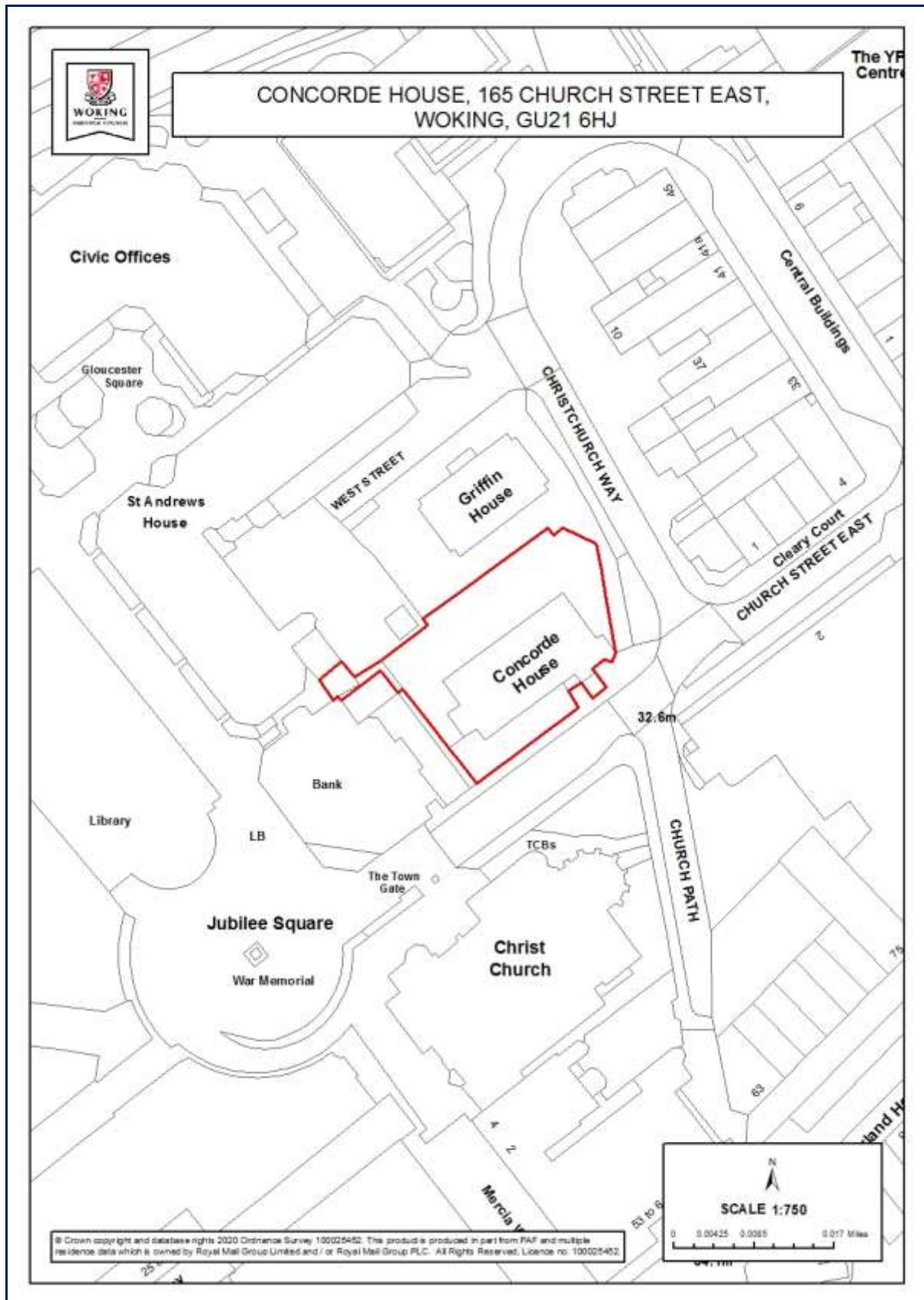
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA17: Griffin House, West Street, Woking, GU21 6BS	Through development management process and working in partnership with developers and land owners	1,000 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA18

Site address: Concord House, 165 Church Street East, Woking, GU21 6HJ





Policy UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ

Anticipated site yield	Anticipated timescale
Office	Up to 2027
800SqM net (1,800SqM gross)	

This 0.1 ha site is allocated for office development.

Key Requirements

Development of the site will be required to:

- i. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- ii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties and a design that addresses the corner location;
- iii. Be of a height informed by local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of microclimate, wind, overshadowing, glare and light pollution;
- iv. Include appropriate provision of car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible

- location and the need to avoid adverse highway safety effects;
- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - vi. Incorporate effective access arrangements that are safe and suitable for all users;
 - vii. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - viii. Make provision for landscaping and include proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - ix. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management* and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement¹⁹;
 - x. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
 - xi. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupier;
 - xii. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xiii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads;
 - xiv. Preserve heritage assets and pay regard their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking’s landscape and townscape*, and DM20: *Heritage assets and their settings*.

Reasoned Justification and Supporting Text:

1. This site is in a sustainable location within the Town Centre. The building is a four storey office building, currently in use. These are good quality offices however they are low density. There is opportunity to intensify the current office use.
2. Development would also need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Grade II Listed Building (Christ Church).
3. It is anticipated that the site could yield at least 800 sqm office floorspace (1800 sqm gross) and could come forward for development alongside Proposal Site UA17 as part of a comprehensive redevelopment.

¹⁹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

4. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

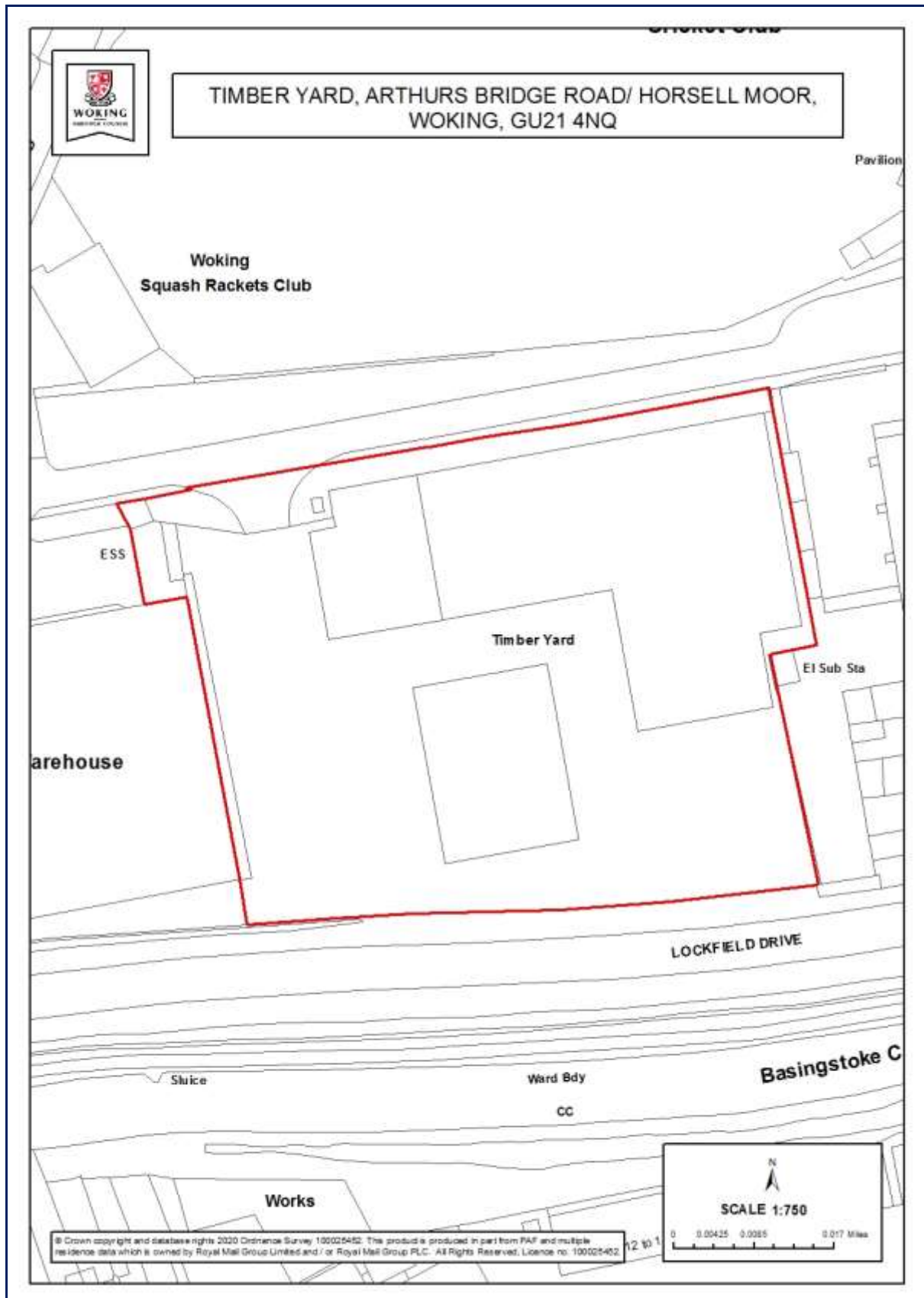
Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA18: Concord House, 165 Church Street East, Woking, GU21 6HJ	Through development management process and working in partnership with developers and land owners	800 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for office use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA19

Site address: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ





Policy UA19: Timber Yard, Arthurs Bridge Road/Horsell Moor, Woking, GU21 4NQ

Anticipated site yield	Anticipated timescale
Residential	2025-2027
67	

This 0.83 ha site is allocated for residential development, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units and strong boundary treatments;

- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties (particularly 68-71 Horsell Moor) and are sensitively designed in respect to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;
- v. Be of a height informed by the local context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vi. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality impacts caused by proximity to the road, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- vii. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Provide effective access arrangements that are safe and suitable for all users;
- x. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xi. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure, with particular regard to the Basingstoke Canal;
- xii. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. The assessment should take into account the most up to date climate change projections;
- xiii. Be supported by a Detailed Surface Water Drainage Design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking account the Council's guidance supporting the provision of a Surface Water Drainage Statement²⁰;
- xiv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xv. Incorporate relevant sustainable construction requirements at the time of planning application in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;

²⁰ The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

<p>xvi. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;</p> <p>xvii. Be supported by Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</p> <p>xviii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>.</p>

Reasoned Justification and Supporting Text:

1. The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.
2. The site is close to the Town Centre and so accessibility to public transport and key services (e.g. schools, GP surgeries) by bike and foot is excellent/ good.
3. The site is considered to be in a suitable location for residential development and may achieve the removal of a non-conforming use in a residential area.
4. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Basingstoke Canal Conservation Area.
5. Proposals for development of UA19 would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
7. It is anticipated that the site could yield at least 67 dwellings. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.
8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The site is expected to come forward for development during the Plan period, subject to relocation of the existing employment use to an alternative location;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.
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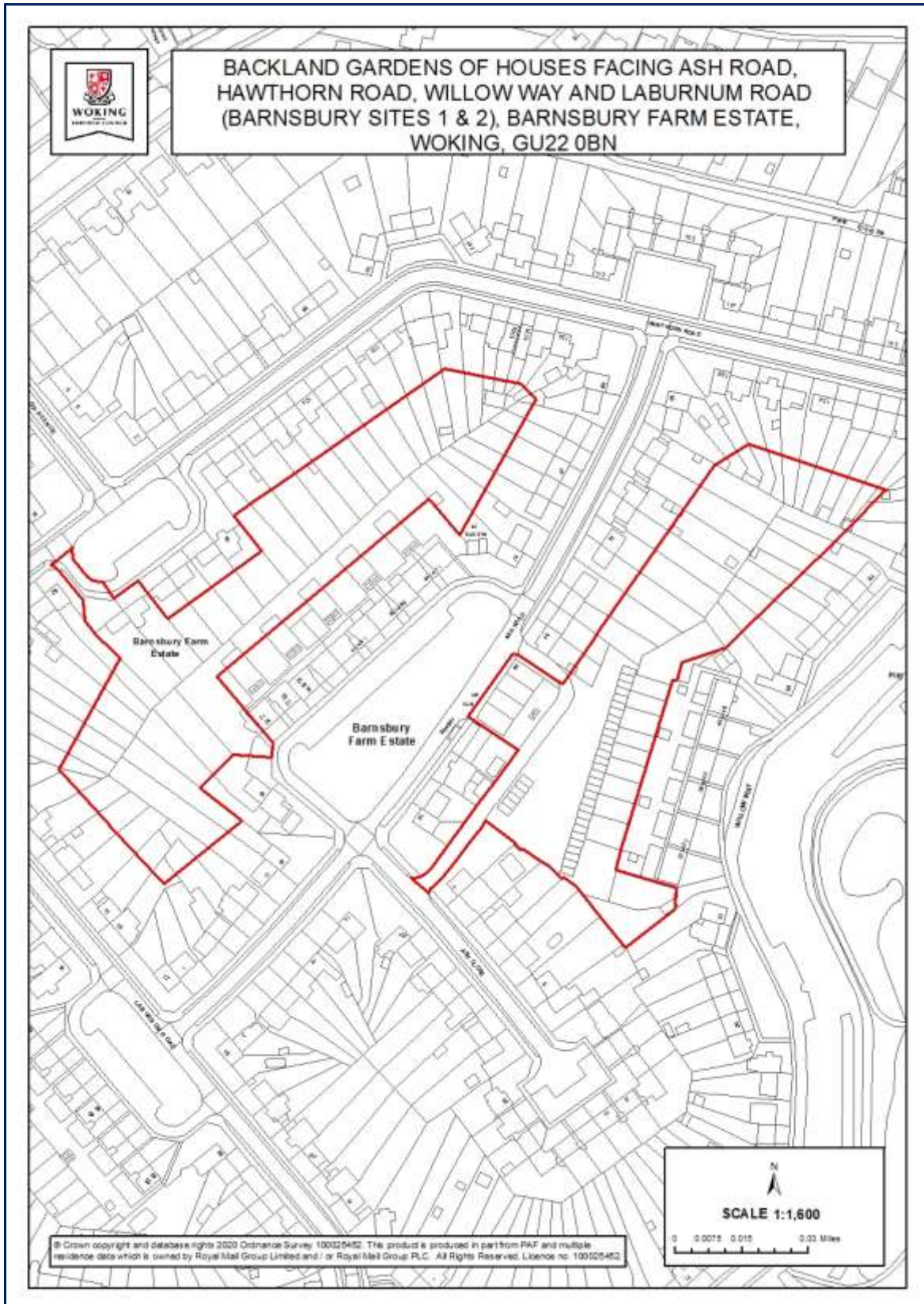
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA19 Timber Yard, Bridge Road/Horsell Moor, Woking, GU21 4NQ	Through development management process and working in partnership with developers and land owners	67 net additional dwellings by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

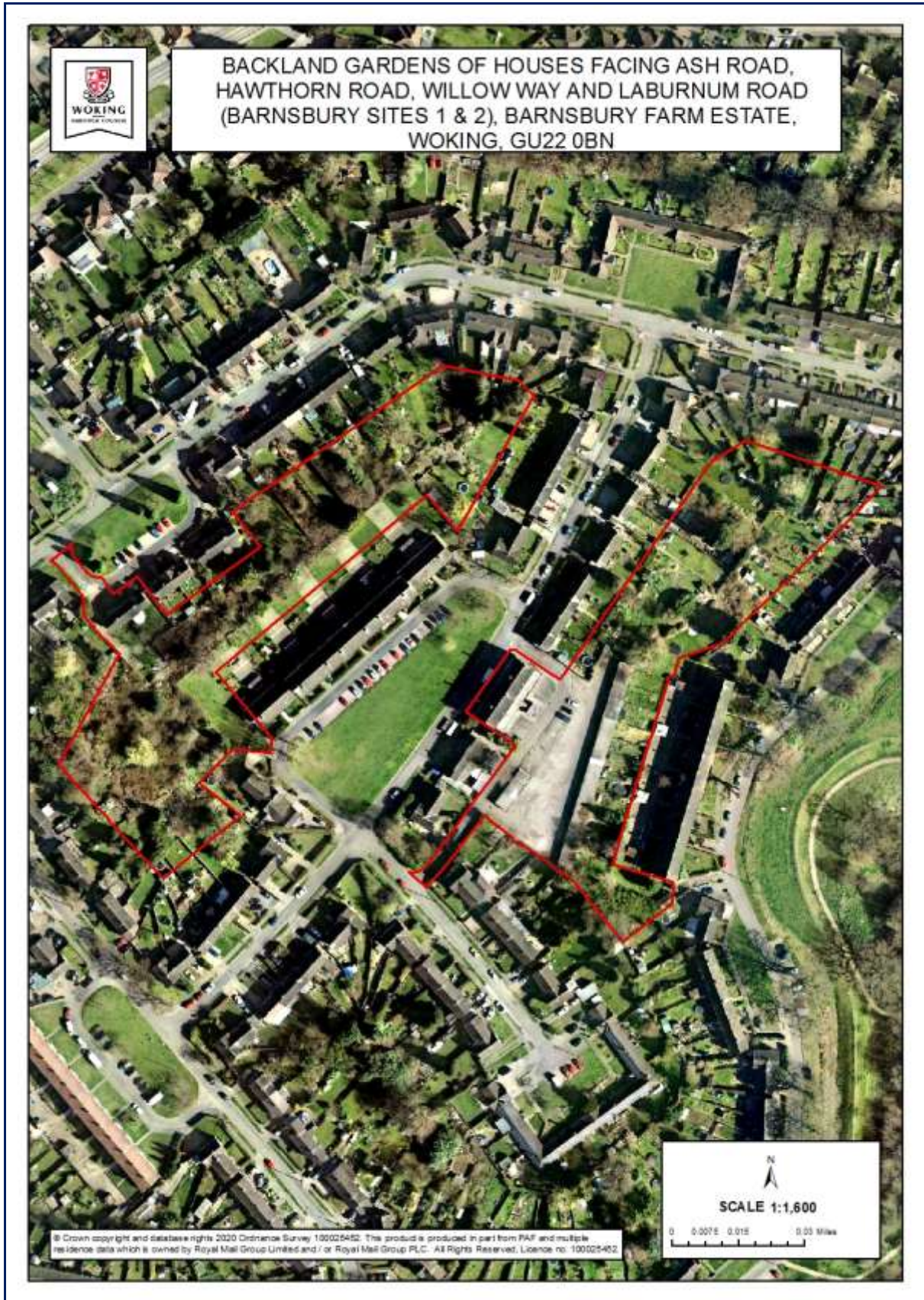
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOR001);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA20

Site address: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN





Policy UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN

Anticipated site yield	Anticipated timescale
Residential	Start by 2027
55	

This 1.9 ha site, which comprises of 1.0 ha. ‘Barnsbury 1’ and 0.9 ha. ‘Barnsbury 2’, is allocated for residential development including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Ensure that town centre and social and community uses within the existing shopping parade are retained or replaced in accordance with Policies CS4: *Local and neighbourhood centres and shopping parades* and CS19: *Social and community infrastructure*;
- iv. Provide low-density family housing that is of a high design quality and visually attractive as a result of good architecture including building elevations that respect adjacent properties;
- v. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- vi. Be of a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings and be sympathetic to the prevailing local character - including strong boundary treatments;
- vii. Be supported by a Transport Statement to assess the likely impacts of the development, and to inform appropriate mitigation. In particular, this should consider the likely necessity for major highways improvements;
- viii. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible location, and the need to avoid adverse highway safety effects;
- ix. Provide effective access arrangements that are safe and suitable for all users. In particular, access drives to back garden or back land sites must be suitably located away from the existing residential dwellings to avoid noise and visual disruption;
- x. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide landscaping including proportionate on-site measures to

<p>support the creation, protection, enhancement and management of local biodiversity and green infrastructure;</p> <p>xi. Provide a Flood Risk Assessment (in accordance with Policy CS9: <i>Flooding and water management</i> of the Core Strategy). The assessment should take into account the most up to date climate change projections.</p> <p>xii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²¹;</p> <p>xiii. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</p> <p>xiv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p>xv. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</p> <p>xvi. Be supported by an archaeological assessment in accordance with Policy CS20: <i>Heritage and conservation</i>.</p>

Reasoned Justification and Supporting Text:

1. The Core Strategy Policy CS10: *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.
2. The sites have previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0386 and PLAN/2006/0387).
3. The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.
4. The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good.
5. The site could come forward for development as part of any future development of the other Barnsbury Estate site (see allocation site UA21).
6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change. Proposals for development of UA20 would also greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
7. It is anticipated that the two sites could yield a total of 55 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny as part of

²¹ The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.

8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise

Delivery arrangements:

- The site is expected to come forward for development over the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council’s original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

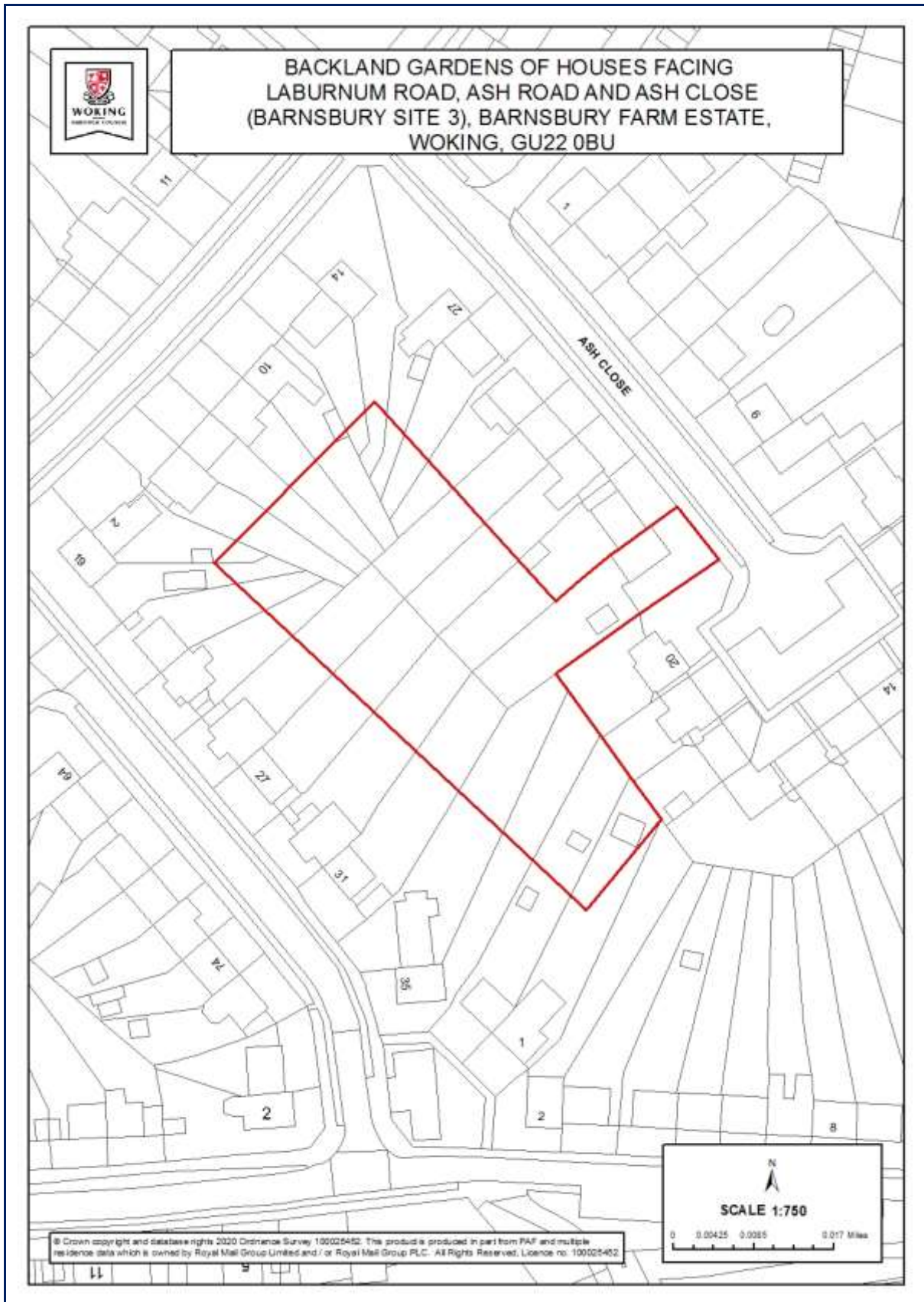
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA20: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Through development management process and working in partnership with developers and land owners	Start of 55 net additional dwellings by end of 2026/27	Net additional dwellings started Net additional affordable dwellings started Size and type of new dwellings started by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

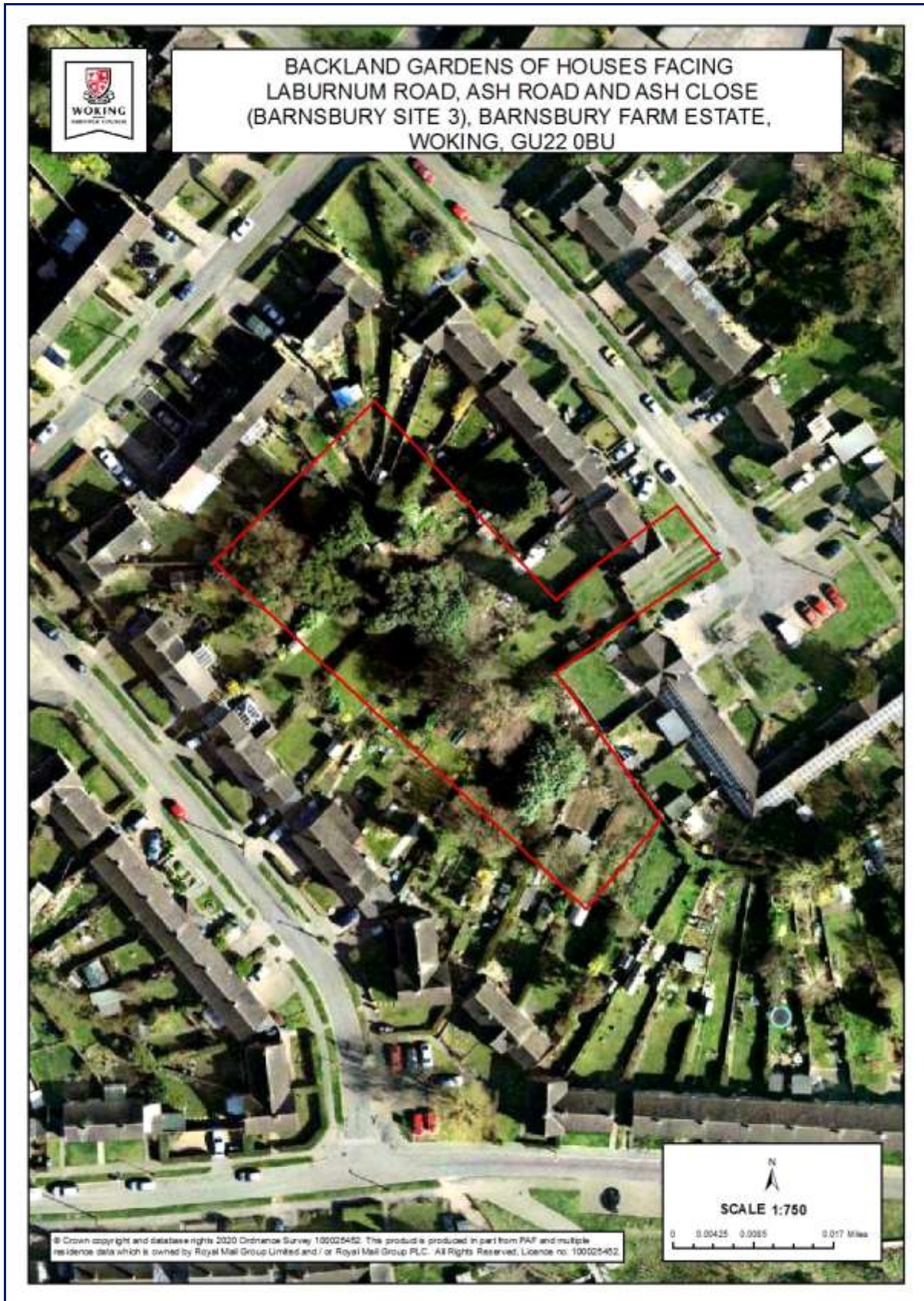
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHEA009 and SHLAAHEA010);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning application (PLAN/2006/0386 and PLAN/2006/0387).

Proposal reference: UA21

Site address: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury Farm Estate, Woking, GU22 0BU





Policy UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU

Anticipated site yield	Anticipated timescale
Residential	Start by 2027
12	

This 0.30 ha site is allocated for residential development, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;
- iv. Be of a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the prevailing local character - including strong boundary treatments;
- v. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- vi. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible location, and the need to avoid adverse highway safety effects;
- vii. Provide effective access arrangements that are safe and suitable for all users. In particular, access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- viii. Incorporate relevant sustainable construction standards at the time of planning application in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- ix. Incorporate ‘Optional requirement M4(2): Category 2- Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: *Design*;
- x. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure.

Reasoned Justification and Supporting Text:

1. The Core Strategy Policy CS10: *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.
2. The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good. The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.
3. The site has previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0388).
4. The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA20)
5. It is anticipated that the site could yield of up to 12 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council’s original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA21: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Through development management process and working in partnership with developers and land owners	Start of 12 net additional dwellings by end of 2026/27	Net additional dwellings started Net additional affordable dwellings started Size and type of new dwellings started by location	2025/26

Potential action depending on monitoring outcomes may include:
Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHEA011);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning application (PLAN/2006/0388).

Proposal reference: UA22

Site address: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN





Policy UA22: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN

Anticipated site yield	Anticipated timescale
Residential	2020-2022
47	

This 0.28 ha site is allocated for residential development, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, including building elevations that respect adjacent properties;
- iv. Be of a scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the local area – including suitable levels of private amenity space for residential units;
- v. Provide a ground floor that directly addresses the street;
- vi. Design out crime and reduce the fear of crime, for example by designing in natural

	surveillance;
vii.	Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;
viii.	Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
ix.	Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
x.	Incorporate effective access arrangements that are safe and suitable for all users;
xi.	Include storage of waste and recyclable materials within the site to minimise street clutter;
xii.	Make provision for landscaping and include proportionate measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
xiii.	Provide a Flood Risk Assessment (in accordance with Policy CS9 of the Core Strategy) due to part of the site's location within Flood Zone 2 and 3. The assessment should take into account the most up to date climate change projections;
xiv.	Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDS and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;
xv.	Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: <i>Flooding and water</i> management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement ²² ;
xvi.	Be supported by a Noise Impact Assessment which takes into account the adjacent petrol station, and informs any mitigation measures necessary to protect the residential amenity of future occupiers;
xvii.	Incorporate relevant sustainable construction requirements at the time of planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;
xviii.	Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i> ;
xix.	Consider current of historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
xx.	Be supported by an archaeological assessment in accordance with policy CS20: <i>Heritage and conservation</i> ;
xxi.	Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i> , CS21: <i>Design</i> , CS24: <i>Woking's landscape and</i>

²² The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

townscape, and DM20: Heritage assets and their settings.

Reasoned Justification and Supporting Text:

1. The site is a former car sales showroom, comprising two existing buildings and an area of hardstanding. The site has been vacant since January 2017, and was subject to an outline planning application (PLAN/2017/0153) for the redevelopment of the site to provide 24 new residential units. Permission was granted, subject to a legal agreement. On this basis, the site is considered available for redevelopment.
2. Although redevelopment of the site would result in the loss of commercial premises, it is recognised that the site is not designated as an Employment Area, does not contain any B class uses and has not been identified as an employment site for redevelopment and intensification for delivery of employment floorspace in the Employment Land Review. On this basis, residential redevelopment of the site would not conflict with Core Strategy Policy CS15 – Sustainable Economic Development.
3. Although portions of the site are within Flood Zone 2 and 3, it is considered based on the proposals pursuant to PLAN/2017/0153 that all floorspace can be accommodated within Flood Zone 1, and that in such circumstances no loss of flood water storage capacity would occur. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
4. In addition, the site is considered to occupy a sustainable location with good proximity to local services and facilities, and sustainable modes of transport. It is therefore considered a suitable site to support the delivery of Core Strategy Policy CS10: *Housing Provision and Distribution*.
5. Development would also need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limit to: adjacent Grade II Listed Building (Hale Lodge, 61 Old Woking High Street and 84-86 Old Woking High Street) and adjacent locally listed buildings (Shackleford House, 71-73 Old Woking High Street).
6. It is anticipated that the site could yield 47 net additional dwellings.
7. Proposals for development of UA22 would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The site is expected to come forward for development over the Plan period;
- The site has extant outline planning permission for residential redevelopment

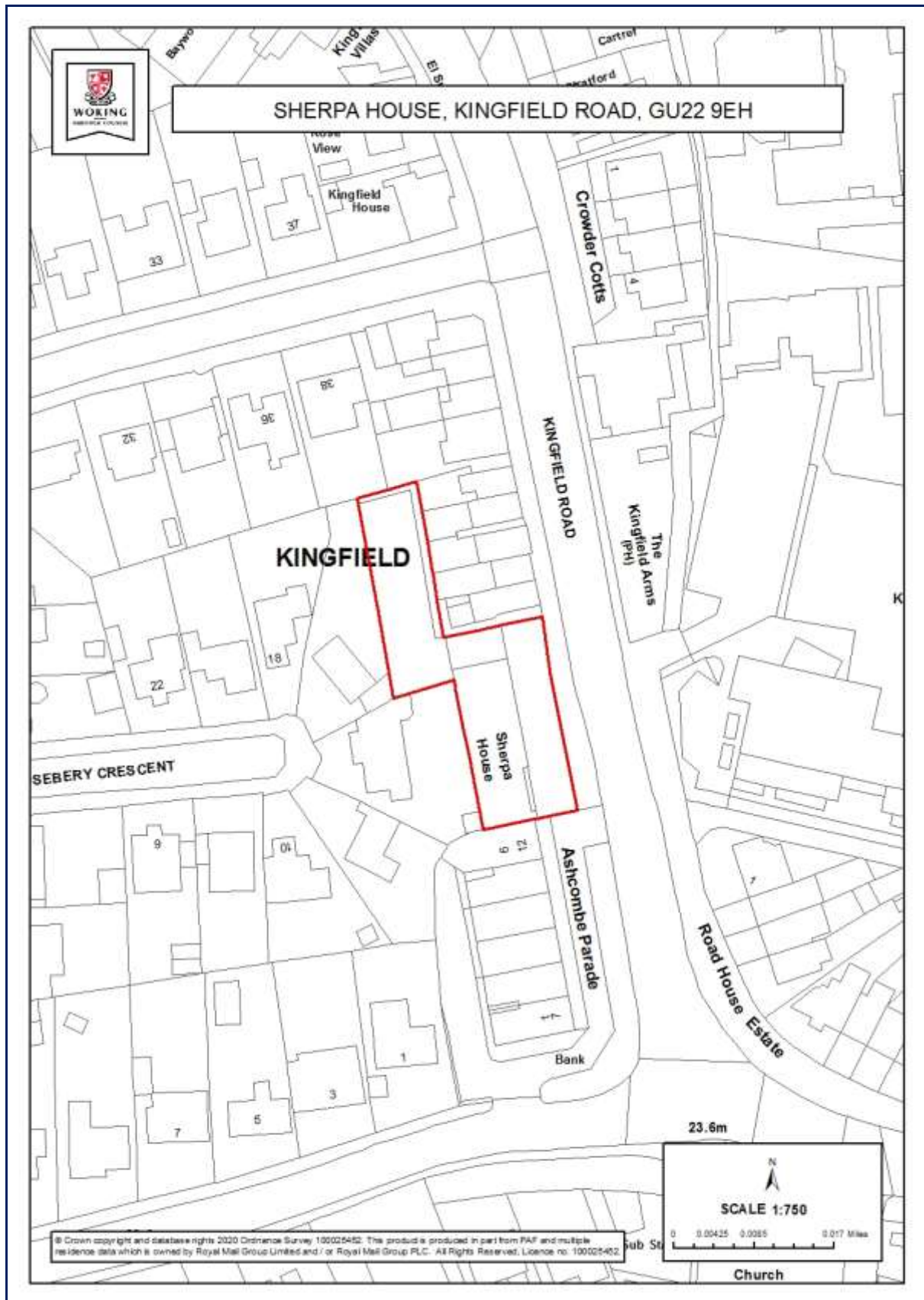
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA22: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN	Through development management process and working in partnership with developers and land owners	47 net additional dwellings by end of 2021/22	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2024/25
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE015);
- Sustainability Appraisal;
- County Highway Authority Transport Assessment;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD
- Character Study;
- Planning application (PLAN/2017/0153).

Proposal reference: UA23

Site address: Sherpa House, Kingfield Road, GU22 9EH





Policy UA23: Sherpa House, Kingfield Road, Kingfield, GU22 9EH

Anticipated site yield		Anticipated timescale
Residential	Retail	2025-2027
10		

This 0.06 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and retail.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;
- iv. Be of a scale and density that maximise the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units, strong boundary treatments and ample separation distances with a design that

<p>avoids overlooking neighbouring properties to the rear;</p> <p>v. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments</p> <p>vi. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street;</p> <p>vii. Provide effective access arrangements that are safe and suitable for all users. In particular, access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;</p> <p>viii. Include appropriate provision for car, cycle parking and servicing within the site taking into account the Parking Standards SPD, the site’s accessible location and the need to avoid adverse highway safety impacts;</p> <p>ix. Include storage of waste and recyclable materials within the site to minimise street clutter;</p> <p>x. Have a design that that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²³;</p> <p>xi. Incorporate buildings design to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2- Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p>xii. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i>, and taking into account the Climate Change SPD;</p> <p>xiii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</p> <p>xiv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking’s landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>.</p>

Reasoned Justification and Supporting Text:

1. The site is located within the Westfield Neighbourhood Centre and has excellent accessibility to Woking Town Centre (0-10 minutes) and other local services and facilities. The site is currently vacant, one and two storey retail premises with some auxiliary commercial floorspace and car parking.
2. The adjacent properties are two storeys to the north and three storeys to south. They all comprise of retail ground floor use with residential accommodation above. The site is set back from the street and some car parking and improvements to the public

²³ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

realm could be incorporated into any proposed development. The site backs onto two storey residential houses and is in close proximity to the existing building. The site is considered suitable for a mixed use redevelopment comprising of retail uses on the ground floor with residential above.

3. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (Kingfield Arms Public House).
4. It is anticipated that the site will yield 10 dwellings plus ground floor retail floorspace. This indicative capacity of the site has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable.
5. Proposals for development would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

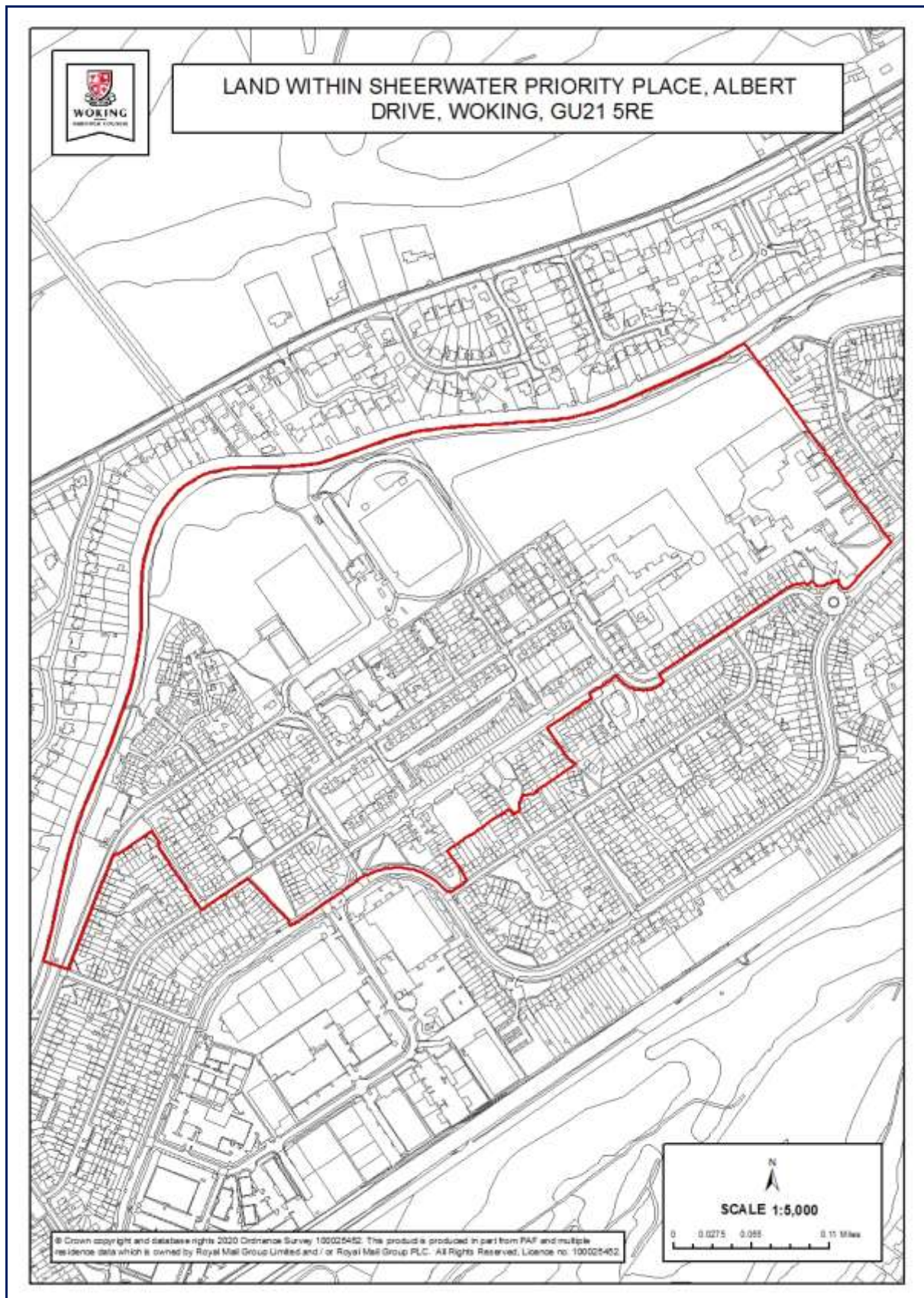
Monitoring	Key Core Strategy policy monitoring indicators: CS4 Local and Neighbourhood Centres and Shopping Parades; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA23: Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Through development management process and working in partnership with developers and land owners	10 net additional dwellings and retail use by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for retail use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

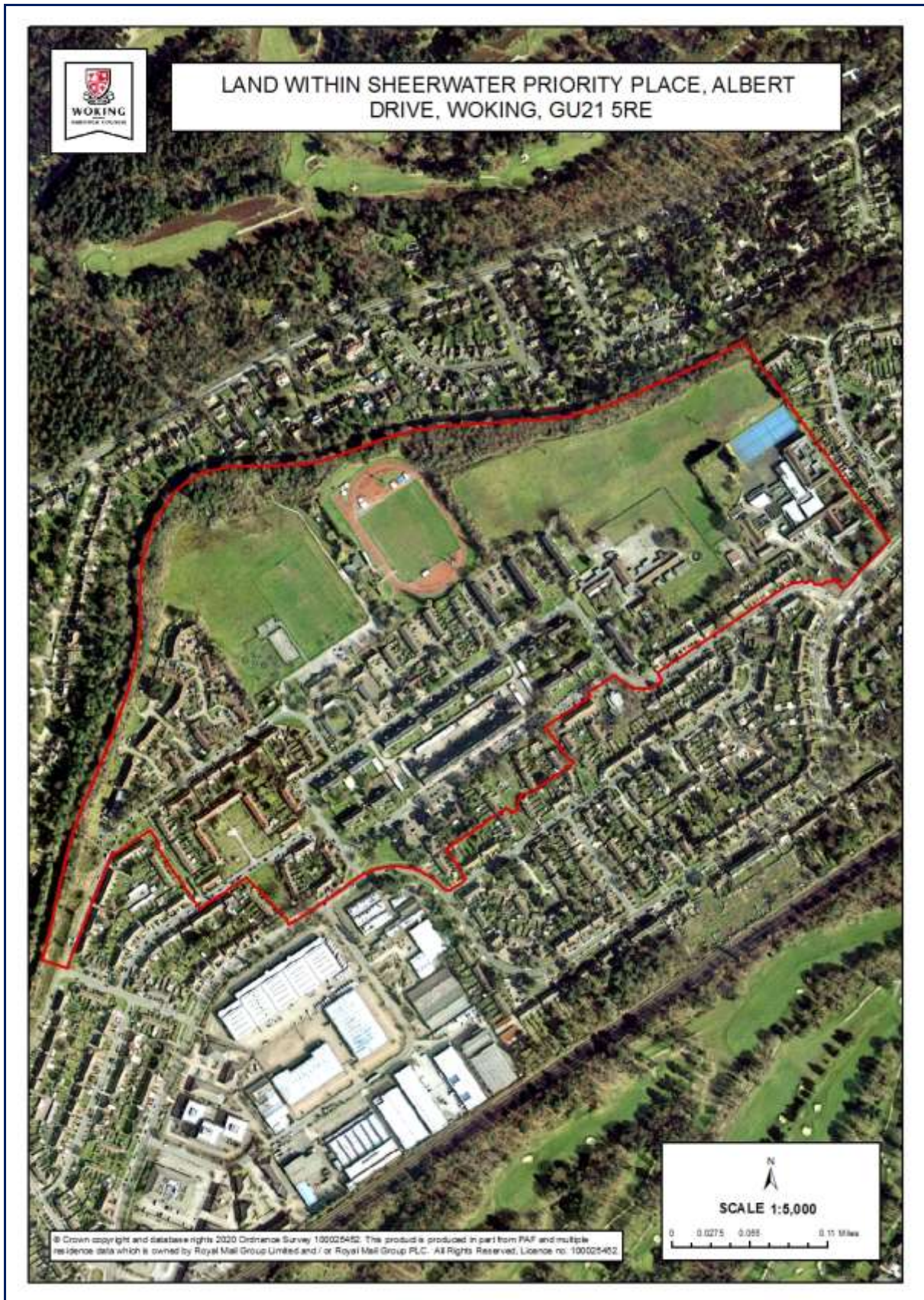
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE019);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD;
- Character Study;
- Retail Topic Paper (November 2019).

Proposal reference: UA24

Site address: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE







Policy UA24: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE

Anticipated site yield			Anticipated timescale
Residential	Community and Leisure Uses	Retail	2019-2026
570	To include playing fields, improved club facilities for Sheerwater Football Club		

This 33 ha site is allocated for regeneration through redevelopment of the site to provide residential including a significant proportion of family homes, and Affordable Housing, community, retail, open space and leisure and recreational facilities.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Ensure no net loss of affordable housing on site. Any proposed housing mix should reflect the specific need for family accommodation (two or more bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- iii. Be comprehensively masterplanned due to its size, the complex nature of the development and to ensure an efficient, high quality development that integrates well with surrounding neighbourhoods. This will be a pre-requisite to the development of

- this site;
- iv. Be supported by phasing strategy to ensure existing Council tenants are re-housed before works take place and to deliver the required community facilities in line with the proposed residential development;
 - v. Promote a sense of place and help transform the image and identity of Sheerwater;
 - vi. Provide employment and training opportunities for local residents;
 - vii. Address social exclusion through the provision and improvement of community facilities on site to meet local demand and comply with the Core Strategy;
 - viii. Provide a range of commercial units in Sheerwater Neighbourhood Centre to meet the needs of local people and provide sufficient car and cycle parking to increase trade, protect local businesses and provide a complementary retail offer to the Asda supermarket on Albert Drive;
 - ix. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the prevailing local character – including suitable levels of private amenity space for residential units;
 - x. Provide a high standard of amenity for future users and ensure that appropriate levels of sunlight and daylight are available for internal environments;
 - xi. Re-use existing buildings where possible;
 - xii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
 - xiii. Be of a height informed by the local context taking into account local and long-distance views of the site, and the site necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
 - xiv. Build in natural surveillance that design out crime and the fear of crime;
 - xv. Refer to the National Grid ‘Sense of Place’ guidelines for development near high voltage overhead lines;
 - xvi. Be supported by a detailed Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation, taking into account proposed developments in the vicinity of the site;
 - xvii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - xviii. Be supported by public transport improvements to increase accessibility in and around the Sheerwater area;
 - xix. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible location, and the need to avoid adverse highway safety effects;
 - xx. Improve connectivity to open space and existing foot and cycle networks;
 - xxi. Potentially increase local permeability and provide a clear internal street network

- including pedestrian and cycle accessibility to the Canal towpath for health and recreational benefits;
- xxii. Incorporate effective access arrangements that are safe and suitable for all users;
 - xxiii. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xxiv. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement.²⁴ Upgrades to the existing drainage infrastructure are likely to be required;
 - xxv. Provide a Flood Risk Assessment (in accordance with Policy CS9 of the Core Strategy) due to parts of the site being located within Flood Zone 2 and a high-risk surface water vulnerability zone, to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation; and will not lead to an increase in water run off in excess of the pre development greenfield run off rate. This should take into account the most up to date climate change projections;
 - xxvi. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDs and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;
 - xxvii. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff;
 - xxviii. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xxix. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - xxx. Be supported by detailed habitat surveys and studies to establish, and mitigation measures, to protect existing habitats;
 - xxxi. Enhance public open space to make it more accessible to the existing and proposed residents. The open space should also be accessible to residents living outside of the regeneration area. The high quality of open space and play facilities will need to comply with Core Strategy Policy CS17 - any loss of open space should be justified;
 - xxxii. Retain or relocate the existing playing fields within the site to allow effective public use. Where there is a loss of playing fields, there must be alternative sports and recreational provision provided;

²⁴ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

xxiii.	Improve club facilities for Sheerwater Football Club;
xxiv.	Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to meet the needs of occupiers – the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practical and viable in accordance with Policy CS21: <i>Design</i> ;
xxv.	Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i> , and taking into account the Climate Change SPD;
xxvi.	Include mitigation measures for noise, light and water pollution, particularly alongside the Basingstoke Canal Conservation Area and SSSI. Relevant environmental bodies should be consulted including Natural England;
xxvii.	Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary mitigation;
xxviii.	Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;
xxix.	Be supported by an archaeological assessment will be required as set out in Core Strategy Policy CS20: <i>Heritage and conservation</i> ;
xl.	Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i> , CS21: <i>Design</i> , CS24: <i>Woking’s landscape and townscape</i> , and DM20: <i>Heritage assets and their setting</i> .

Reasoned Justification and Supporting Text:

1. Core Strategy Policy CS5 designates Maybury, Sheerwater and Lakeview Estate Goldsworth Park as Priority Places due to the pockets of deprivation that currently exist in these areas.
2. The areas around Devonshire Avenue and Dartmouth Avenue in Sheerwater are identified as being within the 20% most deprived areas nationally, and the third most deprived area in the county (Indices of Multiple Deprivation). It is also ranked as the most deprived area in the county for health deprivation and disability and employment deprivation, and ranked fourth in the county for education, skills and training levels.
3. In addition, the site area contains poor quality and out-dated housing stock that fails to meet the needs of the local community, which requires more family accommodation (two or more bedrooms).
4. A comprehensive redevelopment scheme for the site is currently being prepared. A planning application was submitted in 2016. A revised application for later phases of the scheme (part outline, part full) was permitted subject to legal agreement in April 2019. The first phase of redevelopment commenced in September 2019.

5. Improvements to the Devonshire Avenue/Albert Drive road junction and associated walking and cycle facilities are identified in the Local Transport Strategy for Woking and in the Community Infrastructure Levy 'Regulation 123' (infrastructure) list.
6. Development would also need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation area which is both within and adjacent to the site boundary.
7. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
8. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:
<http://publications.naturalengland.org.uk/publication/4720542048845824>.
9. It is anticipated that a high density mixed use development of the site could yield 570 net additional dwellings, retail, leisure and community floorspace over the plan period.
10. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The site is within multiple land ownership. The Council is the majority land owner and will coordinate assembly of the remaining component parts;
- A phased development likely to take place due to the complex nature of the site. It is expected that the site would come forward for development during the Plan period;
- The Council has taken an active interest in this site to facilitate the development of the site and will be willing to continue to do so.

Monitoring	Key Core Strategy policy monitoring indicators: CS5 Priority Places; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS17 Open space, green infrastructure, sport and recreation, CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

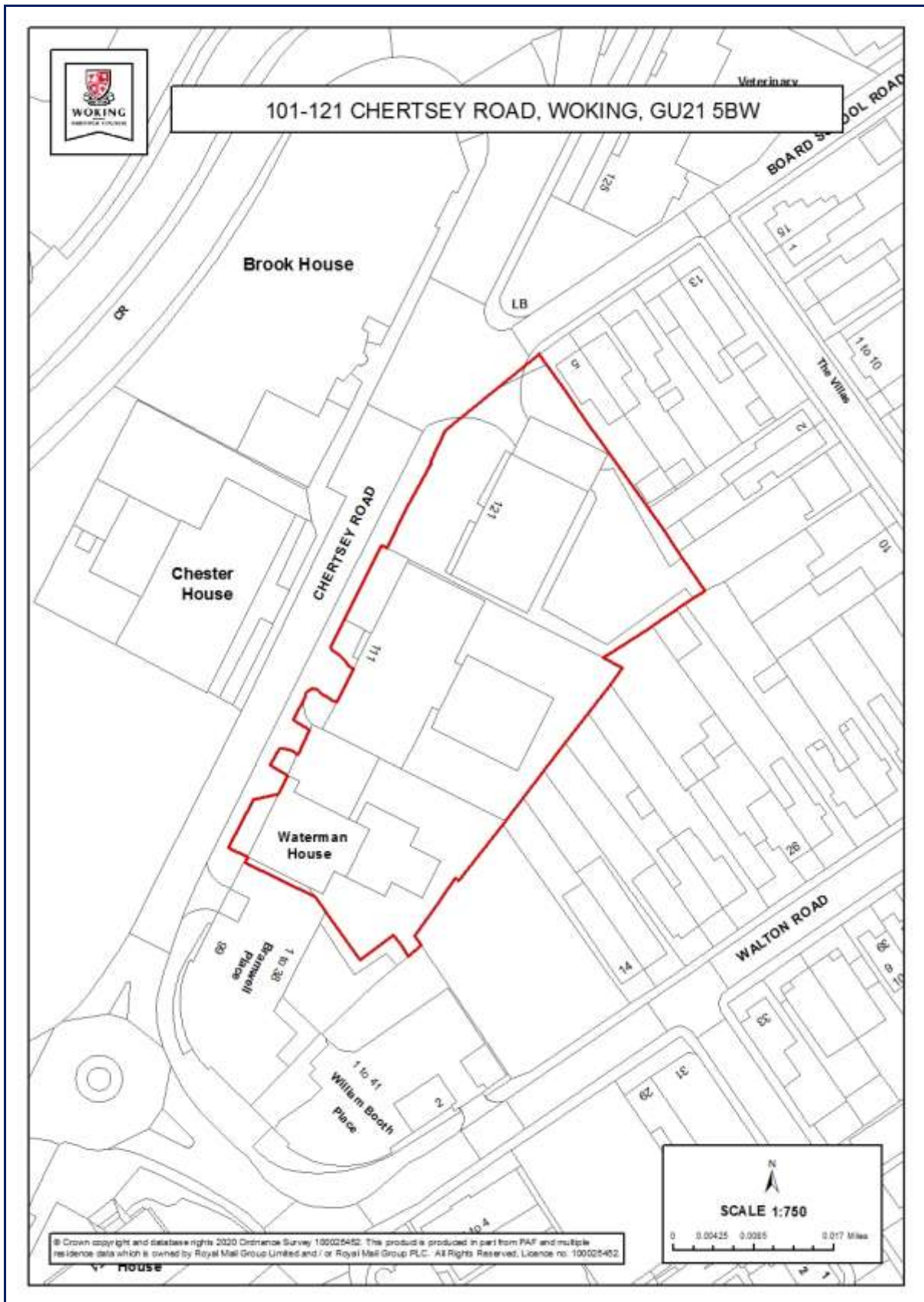
<p>UA24: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>570 net additional dwellings, retail, community, leisure and sports uses, and open space, as per the policy, by end of 2025/26</p>	<p>Net additional dwellings completed</p> <p>Net additional affordable dwellings completed</p> <p>Size and type of new dwellings completed by location</p> <p>Area of floorspace (SqM, net) for retail, community and leisure uses.</p> <p>New public open space, and built sports facilities.</p>	<p>2025/26</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN026);
- Planning permission (PLAN/2015/1260);
- Community Infrastructure Levy Regulation 123 list;
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- New Vision Homes community engagement;
- Sheerwater Community action plan;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Retail Topic Paper (November 2019).

Proposal reference: UA25

Site address: 101-121 Chertsey Road, Woking, GU21 5BW





Policy UA25: 101-121 Chertsey Road, Woking, GU21 5BW

Anticipated site yield		Anticipated timescale
Residential	Office	2020-2026
104	Re-provision of existing floorspace	

This 0.39 ha site is allocated for mixed use residential including Affordable Housing and office development (re-provision of existing floorspace).

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing*, reflecting the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policy CS5: *Priority Places*;
- iii. Ensure no net loss of office floorspace;
- iv. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- v. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- vi. Be of a height informed by the local and wider Town Centre context while taking into

account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care is required in terms of the development's relationship with properties behind in Walton Road, and the development will need to carefully consider the transition in building heights from the residential properties at Board School Road to the Town Centre schemes near the junction with Church Street East

- vii. Have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- viii. Be supported by Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation. The transport assessment should take account of proposed developments in the vicinity of the site;
- ix. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- x. Include appropriate provision for car, cycle parking and servicing taking into account the guidance of the Parkign Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- xi. Incorporate effective access arrangements that are safe and suitable for all users;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiii. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary and provide proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiv. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²⁵;
- xv. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff;
- xvi. Be supported by a detailed drainage strategy as upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- xvii. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
- xviii. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22:

²⁵ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

<p>xix.</p> <p>xx.</p> <p>xxi.</p> <p>xxii.</p>	<p>Sustainable construction, and taking into account the Climate Change SPD;</p> <p>Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers – the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: <i>Design</i>;</p> <p>Provide a high standard of amenity for future users, including any necessary mitigation measures in respect of the noise and air quality of adjacent roads and ensure that appropriate levels of sunlight and daylight are available for internal environments;</p> <p>Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;</p> <p>Preserve heritage assets and pay regard to their settings in accordance with policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking’s landscape and townscape</i> and DM20: <i>Heritage assets and their settings</i>.</p>
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Reasoned Justification and Supporting Text:

1. The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises of three office (B1a) premises, of which 121 Chertsey Road is vacant and derelict. The site falls within the Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone.
2. Due to its location, the site is well served by a regular bus service as well as within walking and cycling distance of Woking Railway Station and many key local services. Due to the various land uses on Chertsey Road, including residential, retail and commercial, and its excellent accessibility to the Town Centre, the site has been allocated for a mixed use development containing office and residential flats.
3. At 121 Chertsey Road, 25 dwellings have been delivered under permissions PLAN/2018/1301 and PLAN/2018/1320. At 111 Chertsey Road, 58 dwellings have been delivered under permissions PLAN/2019/0038 and PLAN/2018/1167. At 101-107 Chertsey Road, development is underway to deliver 22 dwellings under permissions PLAN/2019/1156.
4. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Basingstoke Canal Conservation Area.
5. It is anticipated that the site could yield at least 104 dwellings and re-provision of the existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.
6. The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA31).

7. Proposals for development would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership. With earlier and unimplemented planning permissions on different elements of the site, it is considered that the landowners are willing to redevelop the site. The site is being promoted to the Council;
- Some of the offices are in use;
- Land assembly required by developer, this may be subject to expiry / surrender of existing leases in part of the site.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA25: 101-121 Chertsey Road, Woking, GU21 5BW	Through development management process and working in partnership with developers and land owners	104 net additional dwellings and re-provision of existing office floorspace by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for office	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

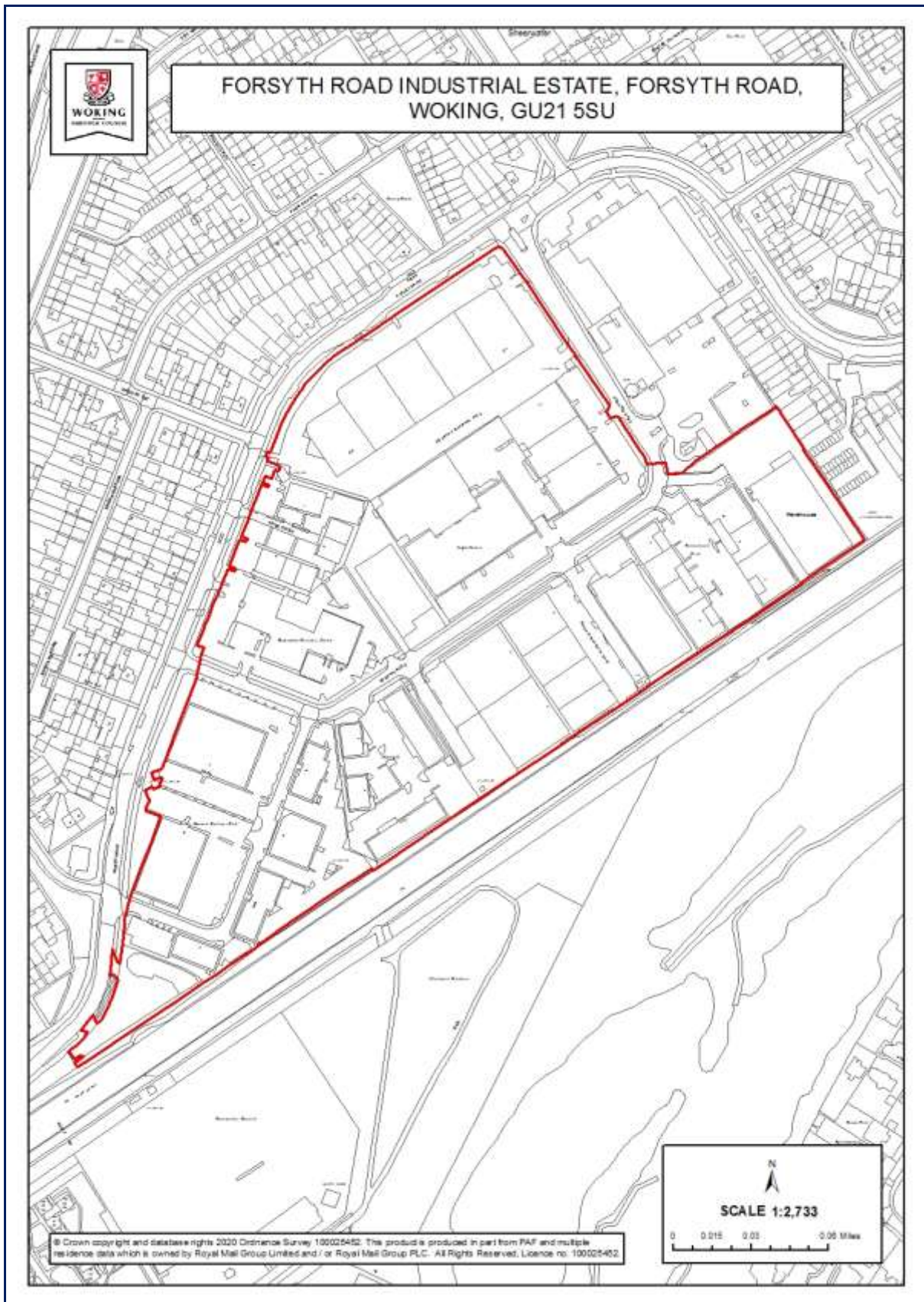
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN016);
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;

- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning permissions PLAN/2010/0749, PLAN/2008/0683, PLAN/2012/0461 and PLAN/2014/1196;
- Planning application PLAN/2017/0559.

Proposal reference: UA26

Site address: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU







Policy UA26: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

Anticipated site yield			Anticipated timescale
Industrial	Warehousing	Office	Up to 2027
6,000SqM net (12,000SqM gross)			

This 10.1 ha site is allocated for industrial, warehousing and offices.

Key Requirements

Development of the site will be required to:

- i. Be of a high design quality that takes account of and seeks to improve the character and appearance of the locality, and a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings;
- ii. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
- iii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- iv. Include appropriate provision for car, cycle parking and servicing taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- v. Provide effective access arrangements that are safe and suitable for all users;
- vi. Be supported by a Flood Risk Assessment as the site is located within a Surface

<p>Water Flood Risk Area as shown on the Environment Agency’s Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;</p> <p>vii. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: <i>Flooding and water management</i>, and taking into account the council’s guidance supporting the provision of a Surface Water Drainage Statement²⁶;</p> <p>viii. Include relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM ‘very good’ standards for any buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;</p> <p>ix. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;</p> <p>x. Be supported by an Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</p> <p>xi. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line.</p>
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Reasoned Justification and Supporting Text:

1. This is a 10.1 ha traditional industrial estate. The estate has a mixture of industrial and office use. The Employment Land Review advises that the location of offices in this location is not ideal due to the lack amenities and poor road infrastructure.
2. The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Asda store, as this portion of the site is unlikely to be redeveloped in the foreseeable future.
3. At the time of the Employment Land Review there was a high vacancy rate on the office use and there was low to nil office demand in this area as reported. The Employment Land Review recommends that the office use in this location be changed into alternative B Class uses. Whilst it is acknowledged that subsequent highway improvement works - the Sheerwater Link Road – have improved accessed and this appears to have improved the attractiveness of the office market in the vicinity, there are still some vacancies and the location remains poor to access by foot from the railway station.
4. A development plan allocation of this estate for industrial, warehousing and offices will allow flexibility for these land uses to be interchangeable, to best meet the needs of the local economy over the plan period. Redevelopment of vacant offices can be

²⁶ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

brought forward whilst those still in operational use meeting modern business needs would be retained.

5. This approach is in line with Core Strategy Policy CS15 – Sustainable Economic Development, which states that ‘The Forsyth Road employment area where redevelopment of vacant sites will be encouraged for B uses, unless redevelopment is for an alternative employment generating use which contributes to the aims of policy CS5 (priority places) and would not jeopardise the B use led nature of the employment area’.
6. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
7. Proposals for the development of this site would greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
8. It has been calculated that if all the existing office use on the estate were to change to alternative B2/B8, 12,000 sqm of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sqm B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.
9. One of the plots within the site has recently been granted planning permission for the redevelopment of existing buildings for a mixed use scheme including B1(b), B1(c), B2 and B8 uses (PLAN/2015/1335) and is currently being implemented.
10. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- Development will be developer-led;
- The landowner’s agent has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA26: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Through development management process and working in partnership with developers and land owners	6,000 SqM net industrial/ warehousing, and office, by end of 2026/27	Area of floorspace (SqM, net) for industrial and warehousing, and offices.	2025/26

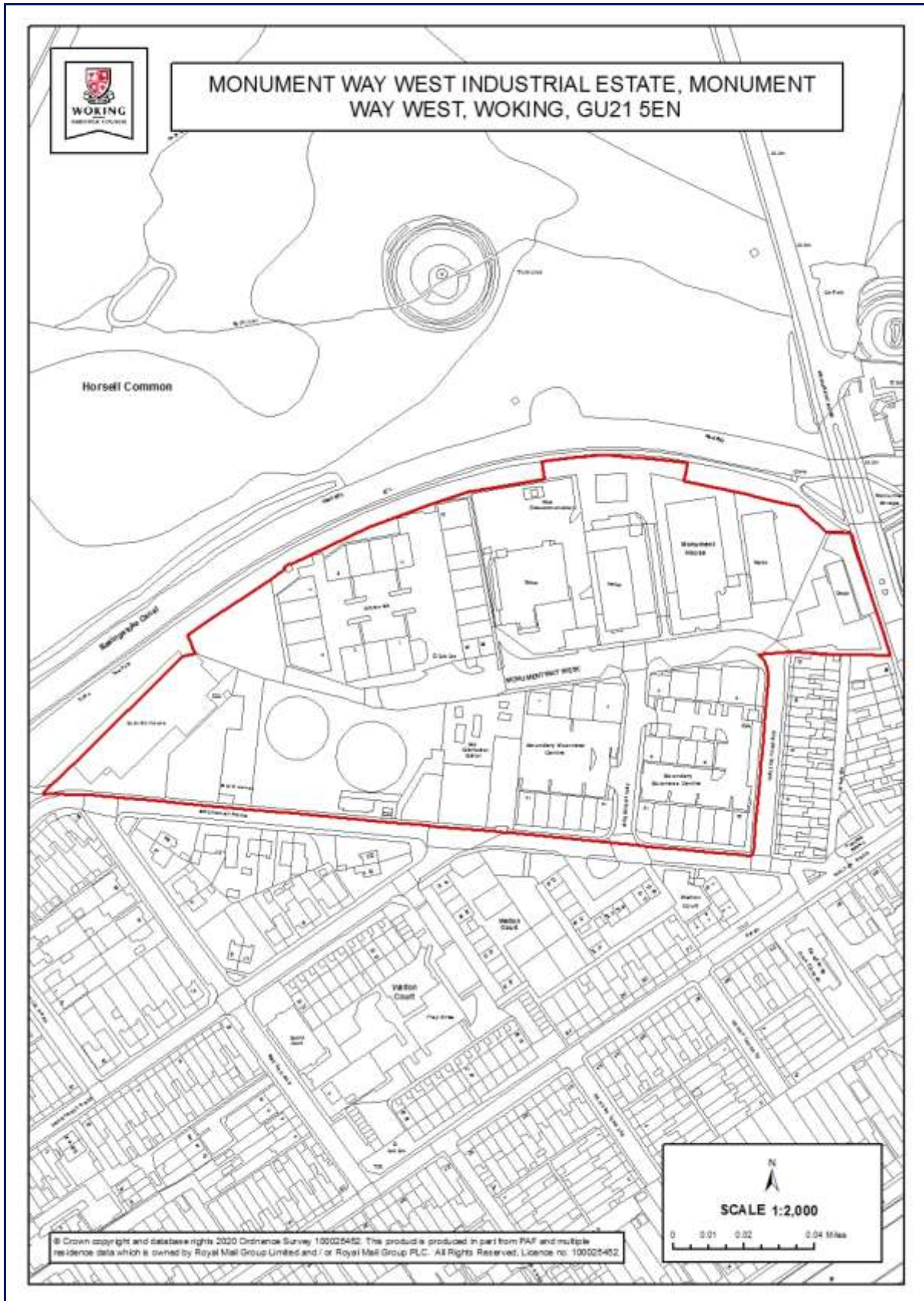
Potential action depending on monitoring outcomes may include:
Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.

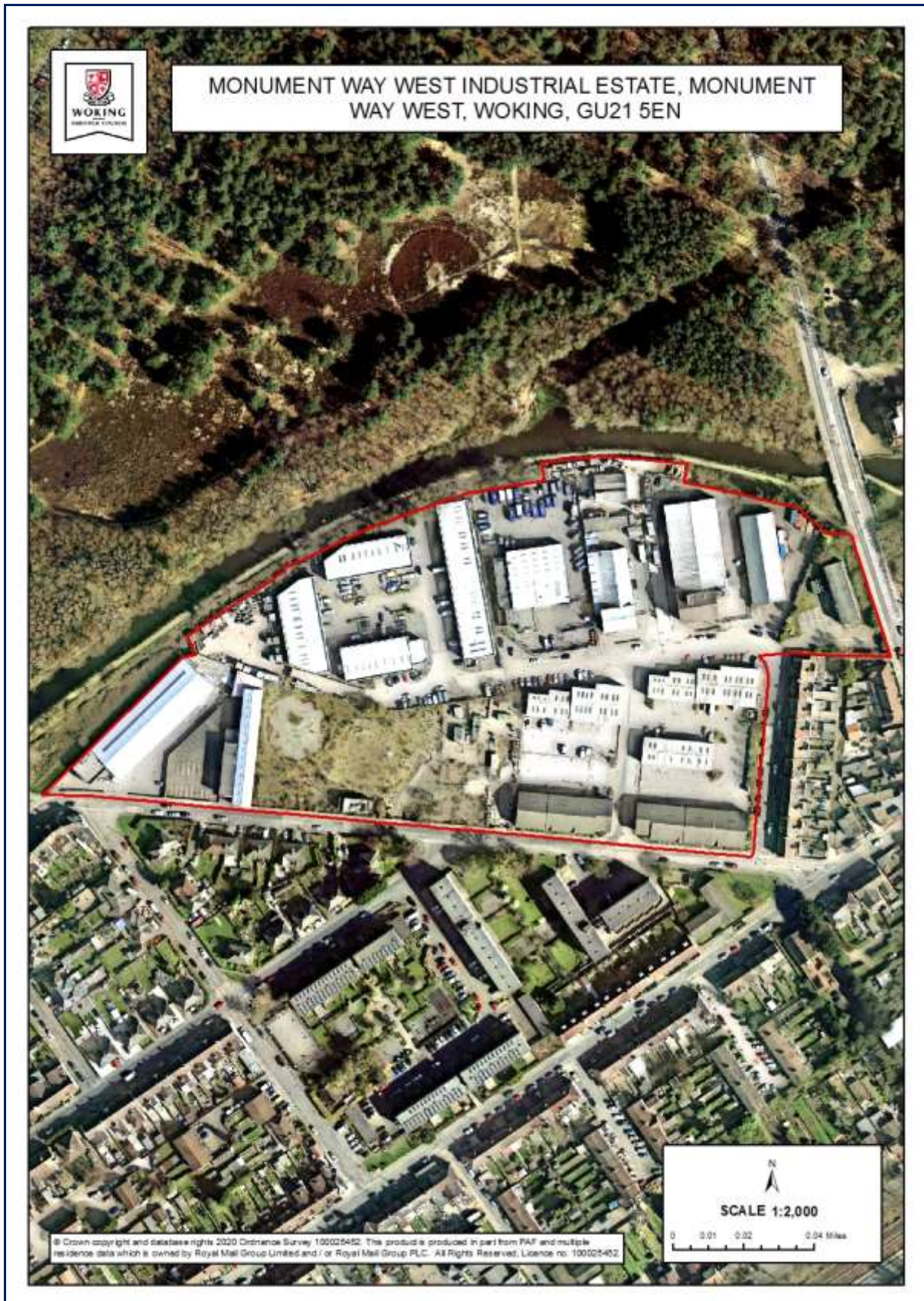
Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Character Study;
- Planning permission PLAN/2015/1335.

Proposal reference: UA27

Site address: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN







Policy UA27: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN

Anticipated site yield			Anticipated timescale
Industrial	Warehousing	Infrastructure	Up to 2027
3,600SqM net (3,600SqM gross)		Fourth arm of the Sheerwater Link Road	

This 4.3 ha site is allocated for redevelopment for industrial/warehousing, for road infrastructure in the form of a fourth arm to the Sheerwater link road.

Key Requirements

Development of the site will be required to:

- i. Be of a high design quality that takes account of and seeks to improve the character and appearance of the locality, and a scale and density that maximises the efficient use of the site whilst reflecting the development grain of the surroundings;
- ii. Have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- iii. Ensure that individual parts of the site complement others within the site area, to enable effective integration of the development;
- iv. Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
- v. Appropriate provision of car, cycle parking and servicing taking into account the Parking Standards SPD, the site’s accessible location and on the need to avoid

- adverse highway safety effects;
- vi. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - vii. Provide effective access arrangements that are safe and suitable for all users;
 - viii. Deliver a clear internal street network, with potential to increase local permeability;
 - ix. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - x. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps, and has a secondary aquifer within its boundary. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
 - xi. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²⁷;
 - xii. Incorporate relevant sustainable construction standards at the time of planning application including the achievement of BREEAM 'Very Good' standards for any buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xiii. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation, bearing in mind the site's location on a secondary aquifer;
 - xiv. Be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation*;
 - xv. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - xvi. Have regard to the adjacent Basingstoke Canal SSSI and ensure mitigation measures, particularly on water quality are addressed. Relevant environmental bodies should be consulted including Natural England;
 - xvii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
 - xviii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads.

27

Reasoned Justification and Supporting Text:

1. Development of the site would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to, the Basingstoke Canal Conservation Area within and adjacent to the site boundary.
2. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
3. The site includes the vacant former British Gas works and the wider existing industrial estate. This is the Monument Way West Industrial Area and is within the Maybury and Sheerwater Priority Place Area.
4. The site is located within walking distance of both Woking Town Centre and the Walton Road Neighbourhood Centre, therefore the site has good access to local services and public transport.
5. The gas works site has some remaining buildings in situ. There is no current use, the area has been boarded off and is overgrown. There is an opportunity here to redevelop the site to provide additional industrial/warehousing units. Adjacent land within the estate may also provide redevelopment opportunities for the same mix of uses.
6. In addition, it is proposed to provide new road infrastructure in the form of a fourth arm as a next phase to extend the existing Sheerwater link road to the west to serve the industrial estate. A key objective of the Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014) is to 'encourage economic development and regeneration by: ... Improving accessibility to the Sheerwater business area'.
7. It is anticipated that the site could yield at least 3600 sqm net/gross industrial/warehousing floorspace together with new road infrastructure.
8. The site comprises many smaller sites that together form the industrial estate. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important employment site. Some businesses may wish to relocate or achieve new premises through redevelopment within the estate.
9. The development would support delivery of both the Core Strategy and Economic Strategy for the Borough. The latter recommends review of land and premises availability, and encourages the provision of additional industrial development in this location.
10. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
11. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership and some land assembly would be required.

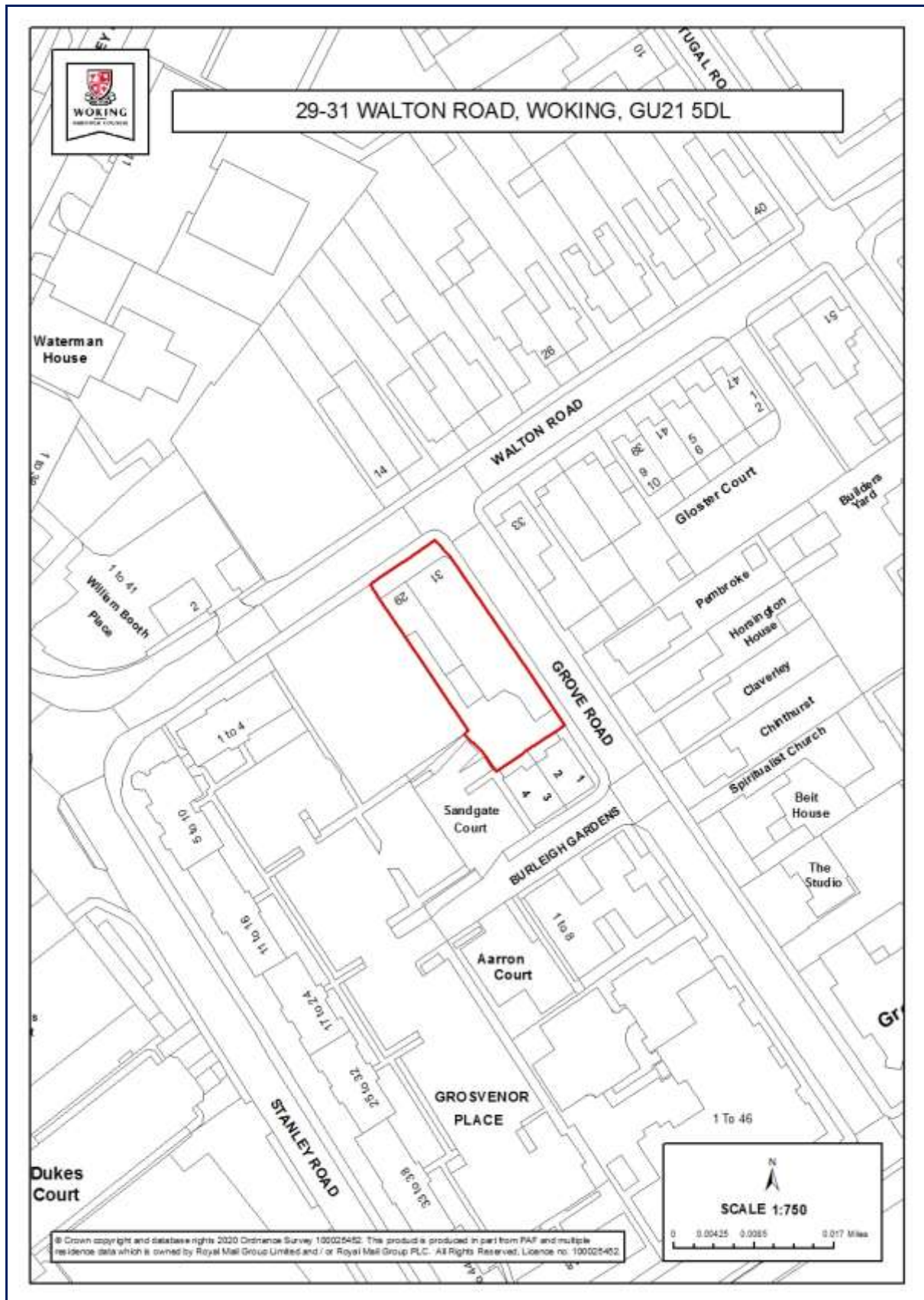
Monitoring	Key Core Strategy policy monitoring indicators: CS15 Sustainable economic development, CS16 Infrastructure Delivery; CS18 Transport and accessibility.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA28: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Through development management process and working in partnership with developers and land owners including the County Highway Authority	3,600 SqM net industrial/ warehousing, and road infrastructure (a fourth arm of the Sheerwater Link Road) by 2026/27	Area of floorspace (SqM, net) for industrial and warehousing. Road delivered to meet required standard and objectives, by timeframe set	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Planning permission PLAN/2011/1197 Sheerwater link road (Phase 1).

Proposal reference: UA29

Site address: 29-31 Walton Road, Woking, GU21 5DL





Policy UA28: 29-31 Walton Road, Woking, GU21 5DL

Anticipated site yield	Anticipated timescale
Residential	2020-2022
10	

This 0.05 ha site is allocated for residential, including Affordable Housing, redevelopment.

Key Requirements

Development of the site should:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing in accordance with Policy CS12: *Affordable Housing* and be suitable for family accommodation (2+ bedrooms), as set out in Policy CS5: *Priority Places*;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development, footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address both streets, within elevations that respect and respond to

the local streetscene;

- v. Take opportunities offered by the prominent corner site to be of a height informed by the wider Town Centre context, whilst not unduly dominating the predominantly low-rise adjacent properties; the scaling of any proposals should also take into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vi. Incorporate built-in natural surveillance that designs out crime and the fear of crime;
- vii. Be supported by a detailed Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Incorporate effective access arrangements that are safe and suitable for all users;
- x. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiii. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates relevant sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water* management, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²⁸;
- xiv. Be supported a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood Maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
- xv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: *Design*;
- xvi. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- xvii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments.

²⁸ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

Reasoned Justification and Supporting Text:

1. The site is located within Walton Road Neighbourhood Centre and is within close proximity to Woking Town Centre. The site is currently made up of a two storey terraced residential property and an end of terrace retail unit with residential accommodation above. The site falls within a High Density Residential Area, Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone.
2. The site is within walking and cycling distance of several key local services and Woking railway Station. Due to its close proximity to Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential scheme.
3. The planning permission for the redevelopment of the site to demolish the existing buildings and the erection of a courtyard development comprising of 10 x 2 bedroom flats and 4 x 1 bedroom flats over three to four storeys with car parking was approved in 2009. The development was not implemented and the permission has since expired.
4. It is anticipated that the site could yield 10 dwellings. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.
5. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
6. Proposals for development would greatly benefit from early engagement with the Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative users of the site.
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

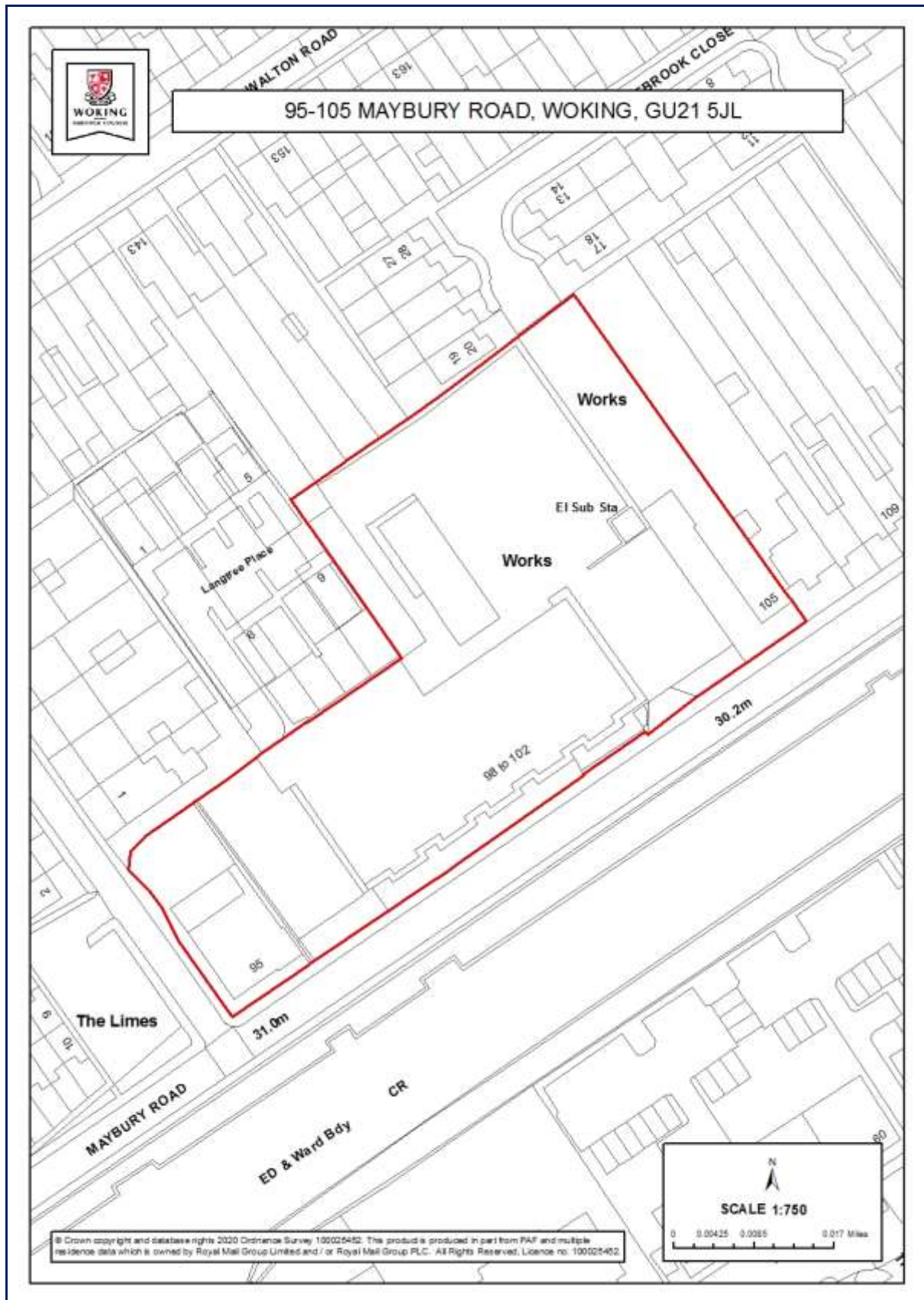
<p>UA28: 29-31 Walton Road, Woking, GU21 5DL</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>10 net additional dwellings by end of 2021/22</p>	<p>Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location</p>	<p>2024/25</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN018);
- Expired planning permission (PLAN/2009/0281);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Character Study.

Proposal reference: UA29

Site address: 95-105 Maybury Road, GU21 5JL





Policy UA29: 95-105 Maybury Road, Woking, GU21 5JL

Anticipated site yield		Anticipated timescale
Residential	Office/Employment Use	Start by 2027
61		

This 0.61 ha site is allocated for mixed use residential, including Affordable Housing, and offices. Alternative employment use would be acceptable provided this meets the objectives of Policy CS5.

Key Requirements

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

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable housing* reflecting the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policy CS5: *Priority Places*;
- iii. Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that maximise the efficient use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including strong boundary treatments and suitable levels of private amenity space for residential properties;;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect and respond to the predominantly low-rise adjacent properties and prevent overlooking;
- v. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- vi. Incorporate built-in natural surveillance that designs out crime and the fear of crime;
- vii. Be supported by a Transport Statement may be required to assess likely transport impacts;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Include appropriate provision for car, cycle parking and servicing in accordance with the guidance of the Parking Standards SPD, the site's accessible location and on the need to avoid adverse highway safety effects;
- x. Incorporate effective access arrangements that are safe and suitable for all users;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Retain any trees of demonstrable amenity value, protect trees adjacent to the site boundary, and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement²⁹;
- xiv. Be supported by a detailed drainage strategy as upgrades to the existing drainage infrastructure are likely to be required;
- xv. Be informed by early consultation with the statutory water and sewerage undertaker regarding the management of waste water capacity and surface water runoff;
- xvi. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;
- xvii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers - the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xviii. Be supported by an Archaeological Assessment in accordance with Be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation*;
- xix. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- xx. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway and ensure that appropriate levels of sunlight and daylight are available for internal

²⁹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

environments.

Reasoned Justification and Supporting Text:

1. This site is located within the Maybury and Sheerwater Priority Place. It is located at the junction between North Road and Maybury Road and made up of a range of uses including office floorspace (B1a), car parking and a car washing and tyre fitting garage (Sui Generis).
2. Redevelopment would provide an opportunity to remove a non-conforming use in a predominantly residential area.
3. A mixed use development on the site would retain some of the existing commercial land uses on the site whilst also providing residential accommodation. Although the site is not within a designated town, local or neighbourhood centre, it is well served by public transport and within walking and cycling distance of both Woking Town Centre and Walton Road Neighbourhood Centre.
4. It is also within the Woking High Density Residential Area. Due to the close proximity of Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential and office development.
5. It is anticipated that the site could yield at least 61 dwellings, with the re-provision of existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.
6. The redevelopment should also ensure jobs are created on site in accordance with the objectives of Core Strategy Policy CS5: *Priority Places*.
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple land ownership. Some but not all of the land is known to be available for residential development. Landowners have been contacted.
- Many of the existing premises on the site are in use.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

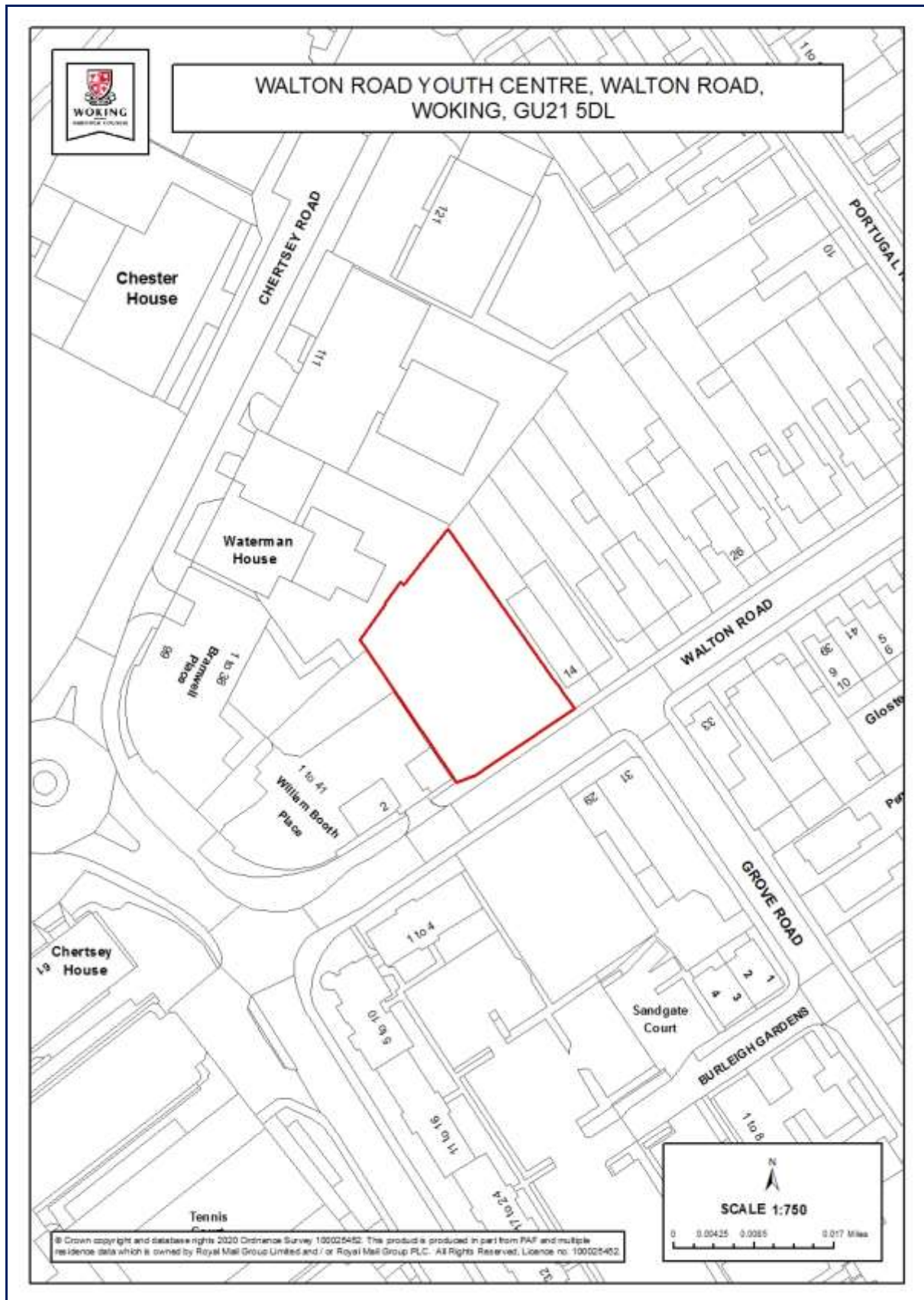
<p>UA29: 95-105 Maybury Road, Woking, GU21 5JL</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>Start of 61 net additional dwellings and offices by end of 2026/27</p>	<p>Net additional dwellings started</p> <p>Net additional affordable dwellings started</p> <p>Size and type of new dwellings completed by location</p> <p>Area of floorspace (SqM, net) for industrial and warehousing, and offices.</p>	<p>2025/26</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN011);
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA30

Site Address: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL





Policy UA30: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL

Anticipated site yield		Anticipated timescale
Residential	Community Use	2025-2026
21	Facility suitable for use by a youth group	

This 0.08 ha site is allocated for residential, including Affordable Housing, and community uses.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing in accordance with Policy CS12: *Affordable Housing*, reflecting the specific need for family accommodation (2+ bedrooms) in accordance with Policy CS5: *Priority Places*;
- iii. Re-provide the existing community use within the redeveloped site with enhanced facilities suitable for use by a youth group to ensure development complies with Core Strategy policy;
- iv. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the

site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – including suitable levels of private amenity space for residential units;

- v. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- vi. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Careful consideration will need to be given to the transition in building heights in the immediate streetscene;
- vii. Incorporate built-in natural surveillance that designs out crime and the fear of crime;
- viii. Be supported by a Transport Statement to assess the likely impacts of the development, and to inform appropriate mitigation, where relevant;
- ix. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- x. Include appropriate provision for car, cycle parking and servicing in accordance with the guidance of the Parking Standards SPD, that takes into account the site's accessible location and the need to avoid adverse highway safety effects;
- xi. Incorporate effective access arrangements that are safe and suitable for all users;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiv. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³⁰;
- xv. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe, and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
- xvi. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22:

³⁰ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	<i>Sustainable construction</i> , and taking into account the Climate Change SPD;
xvii.	Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2- Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: <i>Design</i> ;
xviii.	Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
xix.	Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road, and ensure that appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

1. The site is located on Walton Road and is adjacent to both the Woking Town Centre boundary and the Walton Road Neighbourhood Centre.
2. The site is positioned between a modern four rising to seven storey residential flatted building and a pair of semi-detached two storey houses. Any redevelopment of the site would need to carefully design a scheme that would be in keeping with the immediate and local context. There is currently a limited amount of off-road parking to the front of the property and no on-street parking within the immediate vicinity of the site.
3. Re-provision of the existing community facility in an improved form would be required as part of any redevelopment. The site is located within walking and cycling distance of Woking Town Centre and therefore has excellent accessibility to both key local services and public transport, including Woking Railway Station. It is also within the Maybury and Sheerwater Priority Place area, the Woking High Density Residential Area and the Woking Town Centre High Accessibility Zone. Therefore the site is considered suitable for a flatted development.
4. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
5. It is anticipated that the site could yield at least 21 dwellings and a community facility suitable for use by a youth group. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) and considered to be reasonable.
6. The site could come forward as part of any future development of the adjacent 101-121 Chertsey Road site (Proposals Site UA25).
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is owned by Surrey County Council, which is currently considering its plans for the building. Residential redevelopment is one of a number of options but would require relocation or re-provision of the existing community use.

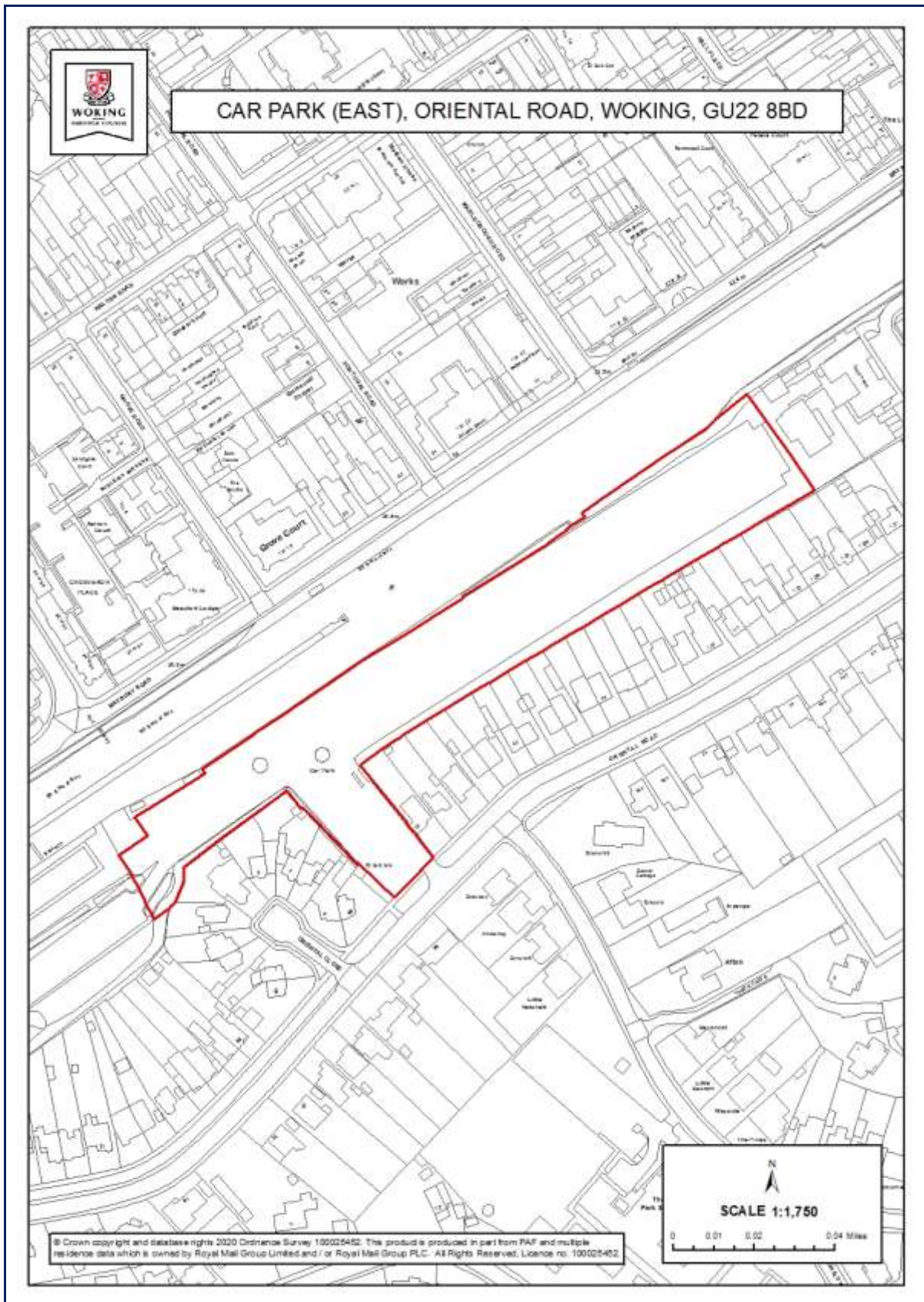
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA30: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	Through development management process and working in partnership with developers and land owners	21 net additional dwellings and community use suitable for use by a youth group by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN017);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Parking Standards SPD;
- Design SPD.

Proposal reference: UA32

Site address: Car Park (East), Oriental Road, Woking, GU22 8BD







Policy UA31: Car Park (East), Oriental Road, Woking, GU22 8BD

Anticipated site yield		Anticipated timescale
Residential	Open space	Start up to 2025; first completions on site expected by 2027
250		

This 1.22ha site is allocated for a residential including Affordable Housing scheme and communal open space.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site and take advantage of its town centre location, in a way that is sympathetic to the prevailing local character, specifically to the south and the east;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
- v. Be of a height informed by the local and wider Town Centre context taking into

- account local and long-distance views of the site and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare, and the site's relationship with low-rise existing properties to the south as well as the overall townscape;
- vi. Be supported by a detailed Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
 - vii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - viii. Optimise access to public transport, in particular the railway station;
 - ix. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location, and the need to avoid adverse highway safety effects;
 - x. Make off-site provision of car parking to offset the loss of spaces serving the railway station as a result of the site's development. There should be no overall loss of parking serving the railway station. Potential exists to explore decking of the western railway car park in Oriental Road to increase capacity to mitigate any loss that would otherwise result. This and other options for alternative parking are to be considered;
 - xi. Incorporate effective access arrangements that are safe and suitable for all users;
 - xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xiii. Have regard to adjacent mature trees, and contribute towards improving biodiversity and green infrastructure within the Town Centre, such as opportunities for green roofs/walls or roof gardens;
 - xiv. Be supported by a Flood Risk Assessment as the site is located within a Surface Water Flood Risk Area as shown on the Environment Agency's Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
 - xv. Have a design that that mitigates impact on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³¹;
 - xvi. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network;
 - xvii. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: *Design*;
 - xviii. Connect to an existing or proposed district heating network unless it can be

³¹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
xix.	Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> ;
xx.	Consider current or historical contaminative uses of the sites, and make provision for appropriate investigation and any necessary remediation;
xxi.	Be supported by a Detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;
xxii.	Have regard to the operational requirements of the adjacent land;
xxiii.	Respect the amenity of neighbouring properties to the south and east;
xxiv.	Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads and the railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments. This should include noise screening measures in areas bordering the railway line;
xxv.	Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i> , CS21: <i>Design</i> , CS24: <i>Woking's landscape and townscape</i> , and DM20: <i>Heritage assets and their settings</i> .

Reasoned Justification and Supporting Text:

1. The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to policy CS10 of the Core Strategy.
2. Redevelopment of this 1.2ha site would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land – and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops.
3. Currently used as a surface car park for the railway station, and owned by Network Rail, the site is bound to the north by the railway line, and to the south by low-rise family dwellings.
4. Redevelopment of this site would represent efficient use of previously developed land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.
5. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent Woking Town Centre Conservation Area.
6. Proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats

Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:

<http://publications.naturalengland.org.uk/publication/4720542048845824>

7. 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.
8. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
9. The depth of the site may limit residential development potential. However, it is anticipated that the site could yield 250 dwellings and open space. This indicative capacity and density range of town centre sites has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable. It is anticipated that development would start in 2024/25, with the first completions occurring by 2026/27 and the whole site completing shortly after the end of the plan period. Should development not have started by 2025/26, potential action will be triggered in accordance with the monitoring table below.
10. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The site is expected to come forward within the next 11-15 years;
- The land is not known to be available for residential development immediately, although there has been earlier interest in redevelopment of the land;
- The landowner has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS17 Open space, green infrastructure, sport and recreation.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA31: Car Park (East), Oriental Road, Woking, GU22 8BD	Through development management process and working in partnership with developers and land owners	Start of 250 net additional dwellings and open space by end of 2024/25. It is expected that 36 dwellings will be complete by end of 2026/27.	Net additional dwellings started and completed Net additional affordable dwellings started and completed Size and type of new dwellings started and completed by location Amount of open space	2025/26

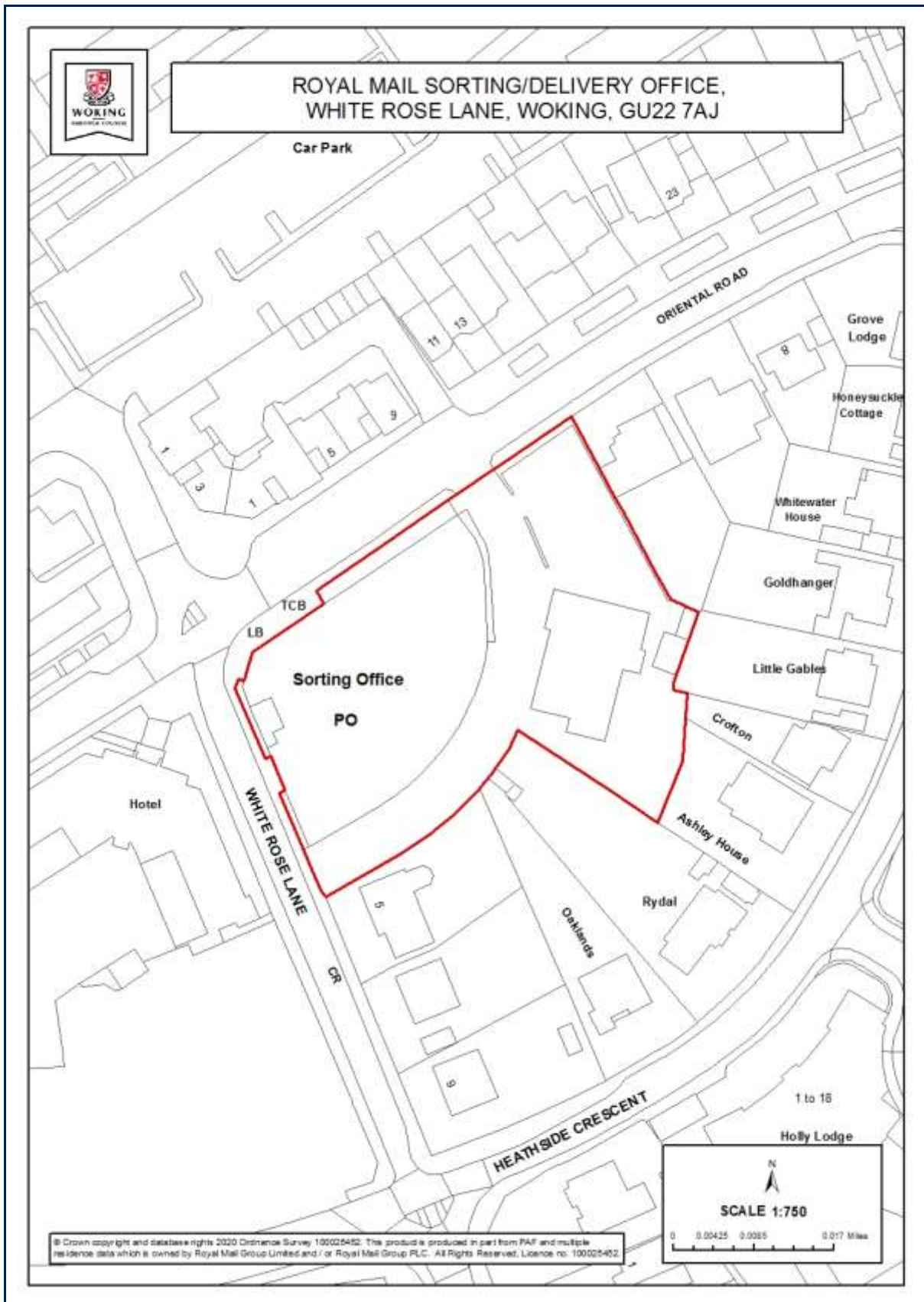
			gained (hectares)	
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM003)
- Core Strategy examination note WBC17A
- Local Plan 1999
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Study (draft)
- Design SPD
- Parking Standards SPD
- Climate Change, Decentralised, Renewable and Low Carbon Energy

Proposal reference: UA32

Site address: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ





Policy UA32: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ

Anticipated site yield	Anticipated timescale
Residential	2024-2027
88	

This 0.36 ha site is allocated for a residential, including Affordable Housing, redevelopment.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Ensure the relocation of Royal Mail as a pre-requisite of the development;
- iv. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- v. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street scene at this corner position, within elevations that respect adjacent properties;
- vi. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse

- environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vii. Be supported by a Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
 - viii. Be supported by a Travel Plan to minimise car uses of prospective occupants of the development;
 - ix. Include appropriate provision for car, cycle parking and servicing taking into account the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
 - x. Incorporate effective access arrangements that are safe and suitable for all users;
 - xi. Include storage of all waste and recyclable materials within the site to minimise street clutter;
 - xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³²;
 - xiv. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water run-off;
 - xv. Connect to an existing or proposed district heating network, unless it can be demonstrated that a better alternative for reducing carbon emissions can be achieved, subject to considerations of technical feasibility and financial viability;
 - xvi. Development to meet relevant sustainable construction requirements at the time of planning application in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xvii. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: *Design*;
 - xviii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
 - xix. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent road and railway line, and ensure that appropriate levels of daylight and sunlight are available for internal environments;
 - xx. Respect the amenity of neighbouring properties to the south and east.

³² The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

Reasoned Justification and Supporting Text:

1. Redevelopment of this site would provide an opportunity to maximise the potential of a Town Centre location - on previously developed land - in terms of providing high density residential development. The site is exceptionally well located near to the railway station and has excellent accessibility to local services and shops.
2. This location is a transitional area between the Town Centre and lower density residential area to the south. The site is currently used as a sorting / delivery office by Royal Mail, it is privately owned. The site is bounded to the east and south by low-rise family dwellings, to the north by a local shopping parade, and to the west by a hotel.
3. Redevelopment of this site would represent efficient use of previously development land, would deliver high density residential development in sustainable Town Centre location and would capitalise on excellent public transport availability to reduce reliance on car.
4. It is anticipated that the site could yield at least 88 dwellings (net and gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.
5. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site was put forward for consideration by the Council by the landowner's representative;
- The site is in single ownership and is available subject to relocation of the existing use.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA32: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Through development management process and working in partnership with developers and land owners	88 net additional dwellings by end of 2026/27	Net additional dwellings completed Net additional dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for				

S106; Reprioritise infrastructure investment; Review of allocation.

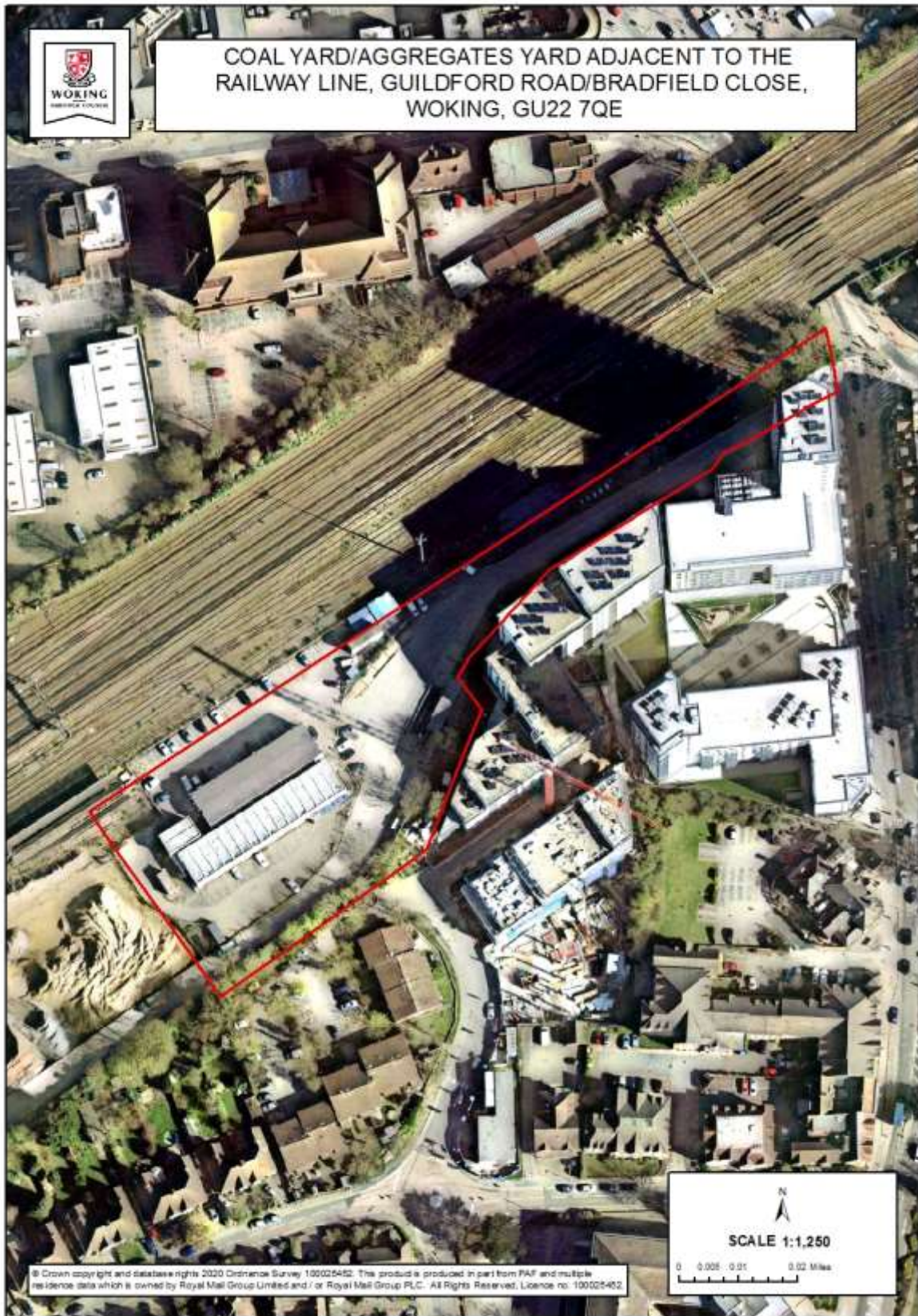
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM001);
- Core Strategy examination note WBC17A;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA33

Site address: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE







Policy UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE

Anticipated site yield	Anticipated timescale
Residential	2023-2026
100	

This 0.79 ha site is allocated for residential, including Affordable Housing, development.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Ensure a satisfactory relationship between the proposed residential development and the existing safeguarded rail aggregates depot, as identified in the Surrey Minerals Plan;
- iv. Ensure the Surrey Minerals Plan is taken into account through engagement with the Minerals Planning Authority (MPA). The MPA will need to be satisfied that future development would not prevent, directly or indirectly, the minerals function and operation of the site;
- v. Be informed by early consultation with Network Rail;
- vi. Be designed to minimise the potential for conflicts of use and ensure that the

- operation of the safeguarded rail aggregates depot is not prejudiced. In particular, proposals will need to consider issues such as siting, design and layout, noise and air quality, light, transport and access at an early stage;
- vii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
 - viii. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties;
 - ix. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
 - x. Be supported by a detailed Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation, taking into account proposed developments in the vicinity of the site;
 - xi. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
 - xii. Optimise access to public transport, particularly to the railway station;
 - xiii. Include appropriate provision for car, cycle parking and servicing, taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
 - xiv. Incorporate effective access arrangements that are safe and suitable for all users, based on timely consultation with the Highways Authority;
 - xv. Include storage of waste and recyclable materials within the site to minimise street clutter;
 - xvi. Contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/walls or roof gardens;
 - xvii. Be informed by consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water runoff;
 - xviii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³³;
 - xix. A detailed drainage strategy should be undertaken as upgrades to the existing drainage infrastructure are likely to be required;
 - xx. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and

³³ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

	financial viability;
xxi.	Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD;
xxii.	Incorporate 'Optional requirement M4(2); Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: <i>Design</i> ;
xxiii.	Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
xxiv.	Be supported by a detailed Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects;
xxv.	Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of the adjacent railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

1. The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to Policy CS10 of the Core Strategy.
2. This site is currently used as part of the rail aggregates yard and is adjacent to the railway station with associated operational buildings. It is privately owned by Network Rail. Redevelopment of the site would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land - and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops.
3. The site is however subject to a policy restriction, the land and the adjacent land is designated as a minerals site in the Surrey Minerals Plan. The existing minerals site would need to be retained whilst ensuring suitable access is maintained or improved. Surrey County Council (Minerals Planning Authority) would strongly resist the complete loss of this depot capacity without suitable alternative and equivalent re-provision of this rail depot capacity elsewhere, as Surrey increasingly relies on aggregate imports by rail.
4. Redevelopment of this site would represent efficient use of previously developed land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.
5. Proposals should take into account Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:

<http://publications.naturalengland.org.uk/publication/4720542048845824>

6. In view of the site’s location within the consultation zone of the safeguarded Downside Goods Yard rail aggregates depot, as detailed in the Surrey Minerals Plan Policy MC6, proposals for the development of the site greatly benefit from early engagement with the Minerals Planning Authority.
7. Early consultation with the local highway authority on the design of access arrangements for a scheme is strongly advised in the interested of highway safety.
8. Due to the relationship between the site and the adjacent land uses, it is anticipated that the site could yield at least 100 dwellings.
9. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site is available for residential development.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE	Through development management process and working in partnership with developers and land owners	100 net additional dwellings by end of 2025/26	Net additional dwellings completed Net additional dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

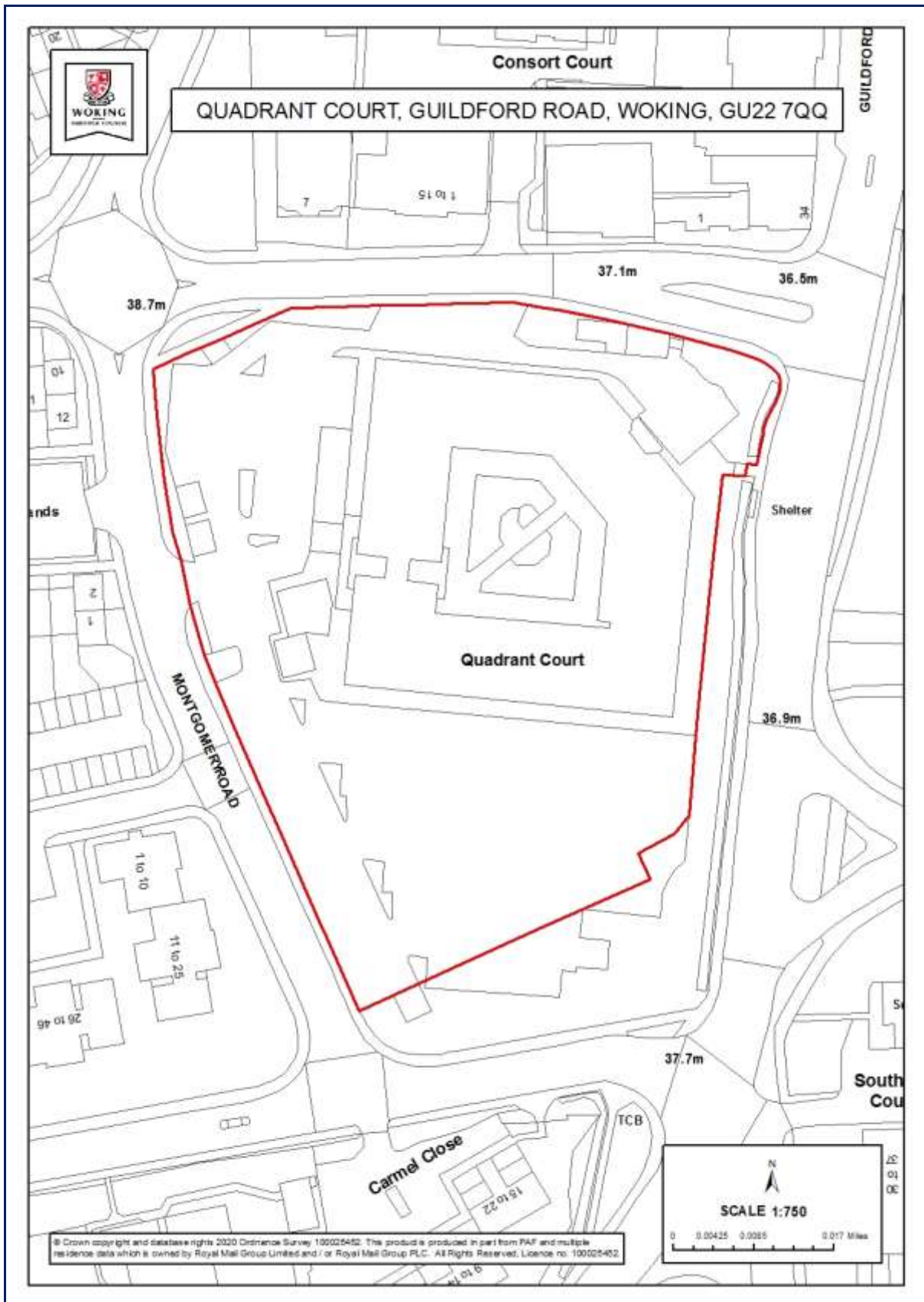
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM005);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Natural Woking;
- Design SPD;

- Parking Standards SPD;
- Climate Change and Decentralised, Renewable and Low Carbon Energy;
- Surrey Minerals Plan (2011).

Proposal reference: UA34

Site address: Quadrant Court, Guildford Road, Woking, GU22 7QQ





Policy UA34: Quadrant Court, Guildford Road, Woking, GU22 7QQ

Anticipated site yield	Anticipated timescale
Office	Up to 2027
1,000SqM net	

This 0.9 ha site is to be allocated for additional office use.

Key Requirements

Development of the site will be required to:

- i. Maximise the efficient use of the site without compromising the general character of the area;
- ii. Consider local and long distance views of the development;
- iii. Include appropriate provision for car,cycle parking and servicing taking into account the guidance of the Parking Standards SPD, the site’s accessible location and the need to avoid adverse highway safety effects;
- iv. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- v. Incorporate effective access arrangements that are safe and suitable for all users;
- vi. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding*

<p><i>and water management</i>, and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement³⁴;</p> <p>vii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers;</p> <p>viii. Incorporate relevant sustainable constructions at the time of the planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i>, and taking into account the Climate Change SPD;</p> <p>ix. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;</p> <p>x. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads.</p>
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Reasoned Justification and Supporting Text:

1. This is detached building on the southern edge of the Town Centre. The building is a four storey building completely occupied by Surrey County Council. The building has a large footprint and extensive area of parking area on the southern and western sides.
2. The surrounding area is largely residential; properties vary in size, height (two to four storeys). Potential exists to increase the office floorspace through the extension of the building.
3. It is anticipated that the site could yield at least 1000 sqm net additional office floorspace.
4. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period, subject to the operational requirements of the landowner;
- The land owner, Surrey County Council, has been contacted.

Monitoring	Key Core Strategy policy monitoring indicators: CS2 Woking Town Centre; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

³⁴ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

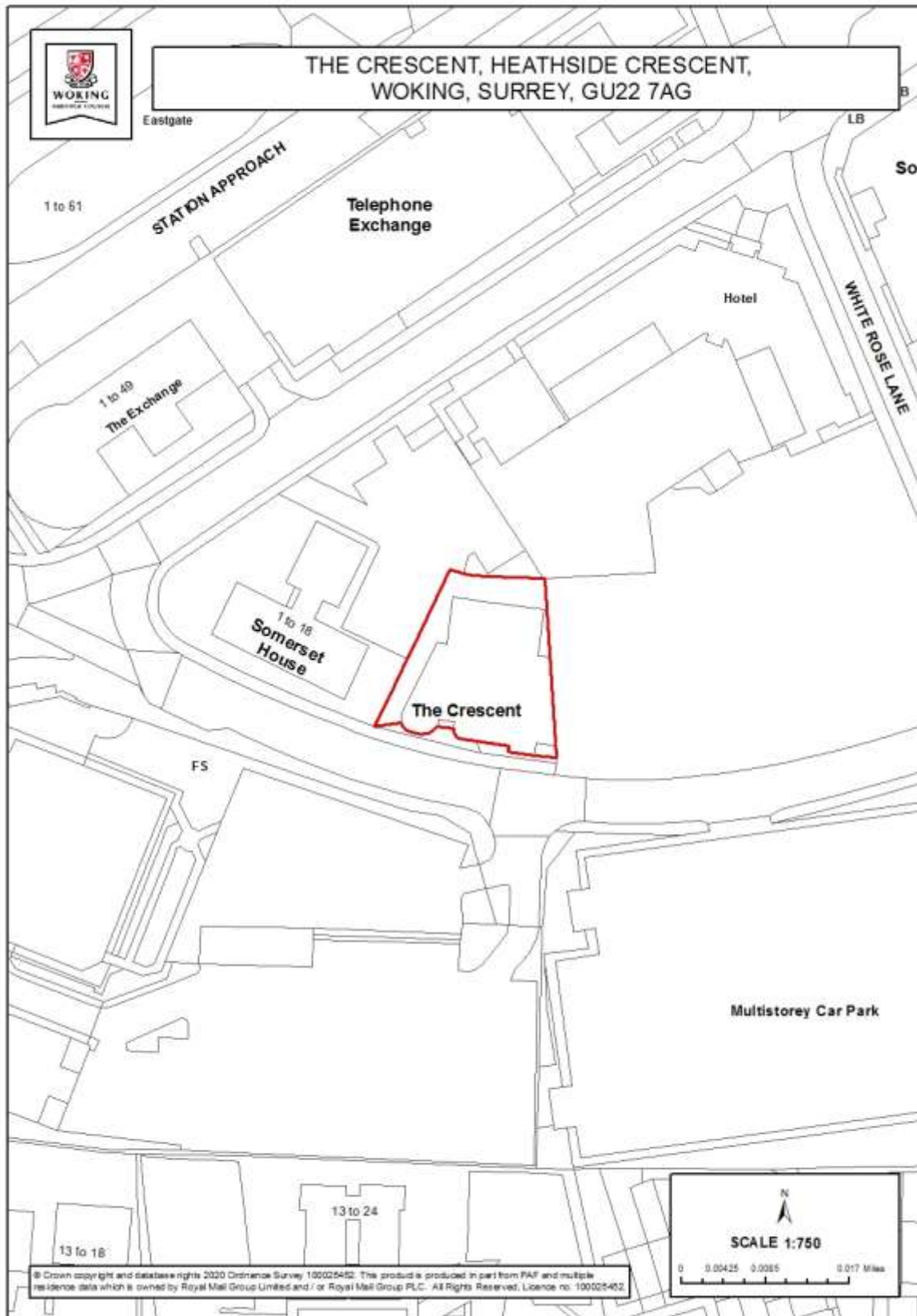
UA34: Quadrant Court, Guildford Road, Woking, GU22 7QQ	Through development management process and working in partnership with developers and land owners	1,000 SqM net offices by end of 2026/27	Area of floorspace (SqM, net) for offices.	2025/26
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Strategic Housing Land Availability Assessment;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Proposal reference: UA35

Site address: The Crescent, Heathside Crescent, Woking, GU22 7AG







Policy UA35: The Crescent, Heathside Crescent, Woking, GU22 7AG

Anticipated site yield	Anticipated timescale
Residential	2024-2025
10	

This 0.06 ha site is allocated for residential, including Affordable Housing, development.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Re-provide the community facility in a town centre location as a pre-requisite to the redevelopment of the site;
- iv. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings in a way that is sympathetic to the prevailing character- taking into account the immediate context, including Proposal Site UA36, and development at the former St Dunstan’s Church and Owen House site. The design should also reflect the site’s location on a sensitive threshold between Town Centre uses and a high quality residential suburb;
- v. Provide suitable levels of private amenity space for the residential units;

- vi. Create an attractive, welcoming and distinctive public realm and provide ground floors that address the street within elevations that respect and achieve satisfactory relationships with adjacent properties, including in terms of their building heights, separation distances and fenestration, which should ensure that harmful overlooking is avoided;
- vii. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site and its topography as well as the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- viii. Be supported by a Transport Statement to assess the likely impacts of the development, and to inform appropriate mitigation, where relevant;
- ix. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- x. Include appropriate provision for car, cycle parking and servicing, within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- xi. Incorporate effective access arrangements that are safe and suitable for all users;
- xii. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xiii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³⁵;
- xiv. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
- xvi. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xvii. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: *Design*;
- xviii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- xix. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of adjacent roads, and ensure that

³⁵ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

1. This 0.06ha site is located within Woking Town Centre. It is currently made up of a two storey supported residential flatted development (The Crescent) on Heathside Crescent.
2. The site was previously considered suitable for a mixed use scheme including sites known as White Rose Court and Owen House. The former has since been redeveloped into a hotel (C1) and the latter has been redeveloped with mixed uses in combination with the adjacent St Dunstons Church site. Therefore only The Crescent is considered developable and deliverable.
3. The site is located on a main road into the Town Centre from the east of the Borough. Despite having a frontage on Heathside Crescent, there is little pedestrian footfall which is partly due to the dominance of the road. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.
4. The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location.
5. It is important that the development complements that of adjacent and adjoining development and allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.
6. It is anticipated that the site could yield approximately 10 net additional dwellings. This indicative residential capacity of the site (as part of a wider site area) has been subject to scrutiny as part of the Core Strategy Examination and considered to be reasonable.
7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land owner has been contacted;
- The site is in multiple ownership and some land assembly will be required.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.
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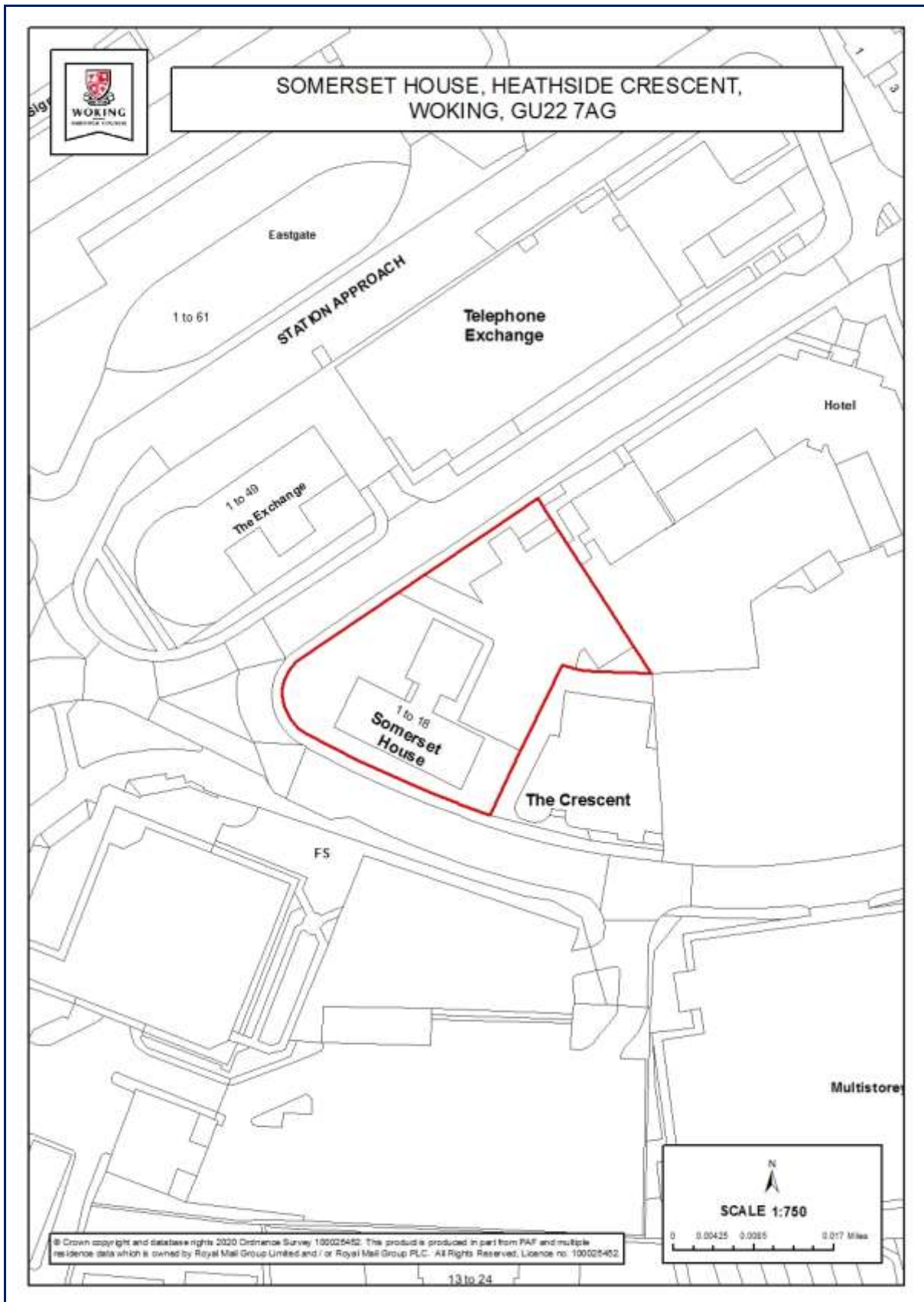
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA35: The Crescent, Heathside Crescent, Woking, GU22 7AG	Through development management process and working in partnership with developers and land owners	10 net additional dwellings by end of 2024/25	Net additional dwellings completed Net affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM009);
- Planning application PLAN/2017/0644;
- Core Strategy examination note WBC17A;
- Employment Land Review;
- Employment Topic Paper;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA36

Site address: Somerset House, Heathside Crescent, Woking, GU22 7AG





Policy UA36: Somerset House, Heathside Crescent, Woking, GU22 7AG

Anticipated site yield		Anticipated timescale
Residential	Office	2023-2024
10		

This 0.17 ha site is allocated for a mixed use development to comprise of offices and residential, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of exceptional design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of this prominent corner site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character – taking into account the immediate context including Proposal Site UA35 and the former St

Dunstans Church site;

- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street scene, within elevations that achieve a satisfactory relationship with adjacent properties, in terms of their building heights, separation distances and fenestration which should ensure that harmful overlooking is avoided;
- v. Be of a height informed by the local and wider Town Centre context taking into account local and long-distance views of the site and its topography and height, as well as the need to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vi. Provide suitable levels of private amenity space for the residential units;
- vii. Be supported by a detailed Transport Assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- viii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- ix. Include appropriate provision of car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- x. Incorporate effective access arrangements that are safe and suitable for all users;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xiii. Have a design that mitigates the impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³⁶
- xiv. Connect to an existing or proposed district heating network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved, subject to considerations of technical feasibility and financial viability;
- xv. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers – the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xvi. Incorporate relevant sustainable constructions standards at the time of the planning

³⁶ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

- application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
- xvii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
 - xviii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise and air quality of roads, and ensuring that appropriate levels of sunlight and daylight are available for internal environments.

Reasoned Justification and Supporting Text:

1. This site is located within Woking Town Centre. It is currently made up of a three storey residential flatted development at the corner of Heathside Crescent and Oriental Road. There is also a large parking area to the rear of the site which is accessed from Oriental Road.
2. The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large corner frontage on Heathside Crescent and Oriental Road, there is little pedestrian footfall which is partly due to the dominance of the road junction. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.
3. The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.
4. It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.
5. It is anticipated that the site could yield at least 10 net additional dwellings and office floorspace.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

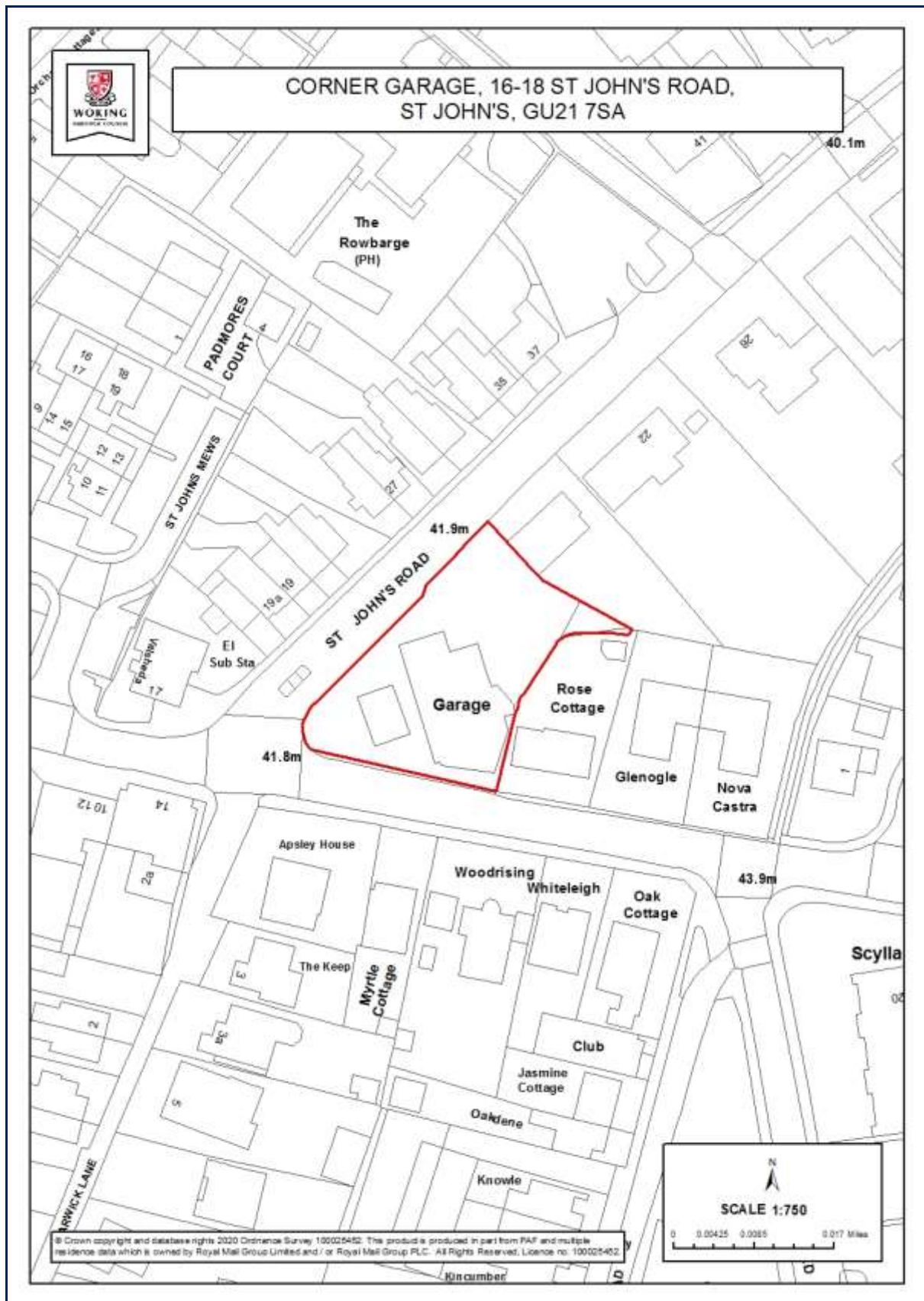
<p>UA36: Somerset House, Heathside Crescent, Woking, GU22 7AG</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>10 net additional dwellings and offices by end of 2023/24</p>	<p>Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for offices.</p>	<p>2025/26</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM012);
- Employment Land Review;
- Employment Topic Paper;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Climate Change and Decentralised, Renewable and Low Carbon Energy.

Proposal reference: UA37

Site address: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA





Policy UA37: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA

Anticipated site yield	Anticipated timescale
Residential	2025-2026
11	

This 0.12 ha site is allocated for residential including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of the surroundings, in a way that is sympathetic to the prevailing local character;
- iv. Create an attractive, welcoming and distinctive public realm and provide ground floors that directly address the street, within elevations that respect adjacent properties with the potential to provide development of three-storey scale close to

<ul style="list-style-type: none"> v. Include appropriate provision of car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects; vi. Incorporate effective access arrangements that are safe and suitable for all users; vii. Include storage of waste and recyclable materials within the site to minimise street clutter; viii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure; ix. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with Core Strategy Policy CS29: <i>Flooding And water management</i>, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³⁷; x. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>; xi. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: <i>Sustainable construction</i> and taking into account the Climate Change SPD; xii. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation; xiii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Woking's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>, taking into account the effect of redevelopment of the site on the character and appearance of the Conservation Area; xiv. Provide a high standard of amenity for future uses, including any necessary mitigation in respect of noise and air quality of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments. 	<p>the junction of St Johns Road lowering to two storeys to provide transition with adjacent residential properties;</p>
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Reasoned Justification and Supporting Text:

1. The Core Strategy Policy CS10: *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.
2. This site is located within the St John's Local Centre. It is very accessible to key local services (schools, GP surgeries and to Woking Town Centre).

³⁷ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

3. Development would also need to accord with heritage and conservation policies of the development plan. Heritage assets include, but are not limited to: the St John's Conservation Area within which the site is located.
4. The site has the potential to accommodate a two-three storey flatted development. It is anticipated that the site could yield at least 11 dwellings. This indicative residential capacity of the site has been subject to scrutiny as part of the Core Strategy Examination (as part of the Strategic Housing Land Availability Assessment) at an Examination and considered to be reasonable.
5. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to potential former contaminative uses of the site.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA37: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	Through development management process and working in partnership with developers and land owners	11 net additional dwellings by end of 2025/26	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAASTJ004);
- County Highway Authority Transport Assessment;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;

- Parking Standards SPD;
- Character Study.

Proposal reference: UA38

Site address: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW





Policy UA38: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW

Anticipated site yield	Anticipated timescale
Industrial	Up to 2027
10,000SqM net (10,000SqM gross)	

This 4.82 ha site is allocated for industrial use.

Key Requirements

Development of the site will be required to:

- i. Provide employment uses that complement the existing businesses within the Camphill Industrial Estate;
- ii. Maximise the efficient use of the site without compromising the general character of the area, paying due regard to the size, scale and massing of adjacent employment buildings in its design;
- iii. Incorporate substantial levelling to bring the ground level to an accessible and developable height and gradient;
- iv. Be supported by a detailed Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation taking account of proposed developments in the vicinity of the site. Highways improvements would need to be carried out along Camphill Road to mitigate any adverse impacts on traffic volume and road safety;
- v. Be supported by a Travel Plan to minimise car use of prospective occupants of the development;
- vi. Include appropriate provision of car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site’s accessible

- location and the need to avoid adverse highway safety effects;
- vii. Provide effective access arrangements that are safe and suitable for all users;
 - viii. Consider the height and width vehicle restrictions on Camphill Road to inform future uses of the site;
 - ix. Retain any trees of demonstrable amenity value and protect trees adjacent to the site boundary;
 - x. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network;
 - xi. Be supported by a Detailed Surface Water Drainage Design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council’s guidance supporting the provision of a Surface Water Drainage Statement³⁸;
 - xii. Be supported by a Flood Risk Assessment as the site is within a Surface Water Flood Risk area as shown on the Environment Agency’s Risk of Surface Water Flood maps. This should demonstrate the existing and future surface water flood risk to the site, how the development will be made safe and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
 - xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers;
 - xiv. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM ‘Very Good’ standards for any buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction* and taking into account the Climate Change SPD;
 - xv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking’s landscape and townscape*, and DM20: *Heritage assets and their settings*;
 - xvi. Consider current or historical contaminative uses of the site, including any which may have led to soil and groundwater contamination and make provision for appropriate investigation and any necessary remediation bearing in mind the site’s location in a high risk groundwater vulnerability zone and principal aquifer;
 - xvii. Have a positive environmental impact on the adjacent Rive Ditch and Basingstoke Canal. This should include consideration of the impacts on water contamination during and post construction;
 - xviii. Avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, lights or other releases.

Reasoned Justification and Supporting Text:

³⁸ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

1. This site is a former waste tip and is currently unused land between the Old Rive Ditch, Basingstoke Canal, the Woking to West Byfleet railway line and the M25 motorway. The site is only accessible through the Camphill Industrial Estate off Camphill Road. The site is within 1km of West Byfleet Railway Station, a bus stop and is served by two cycle routes.
2. Due to the previous use of the site, there are likely to be significant contamination issues. Proposals for development of the site would greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. An employment use on the site would make best use of this previously developed land in a sustainable location. It would also improve the vibrancy and viability of the adjacent Camphill Industrial Estate.
3. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation Area and the locally listed Scotland Road Bridge and Canal Lock in neighbouring Runnymede Borough.
4. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
5. 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.
6. It is anticipated that the site could yield at least 10,000 sqm net/gross industrial floorspace (B2).
7. Where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period.

Monitoring	Key Core Strategy policy monitoring indicators: CS15 Sustainable economic development.				
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision	

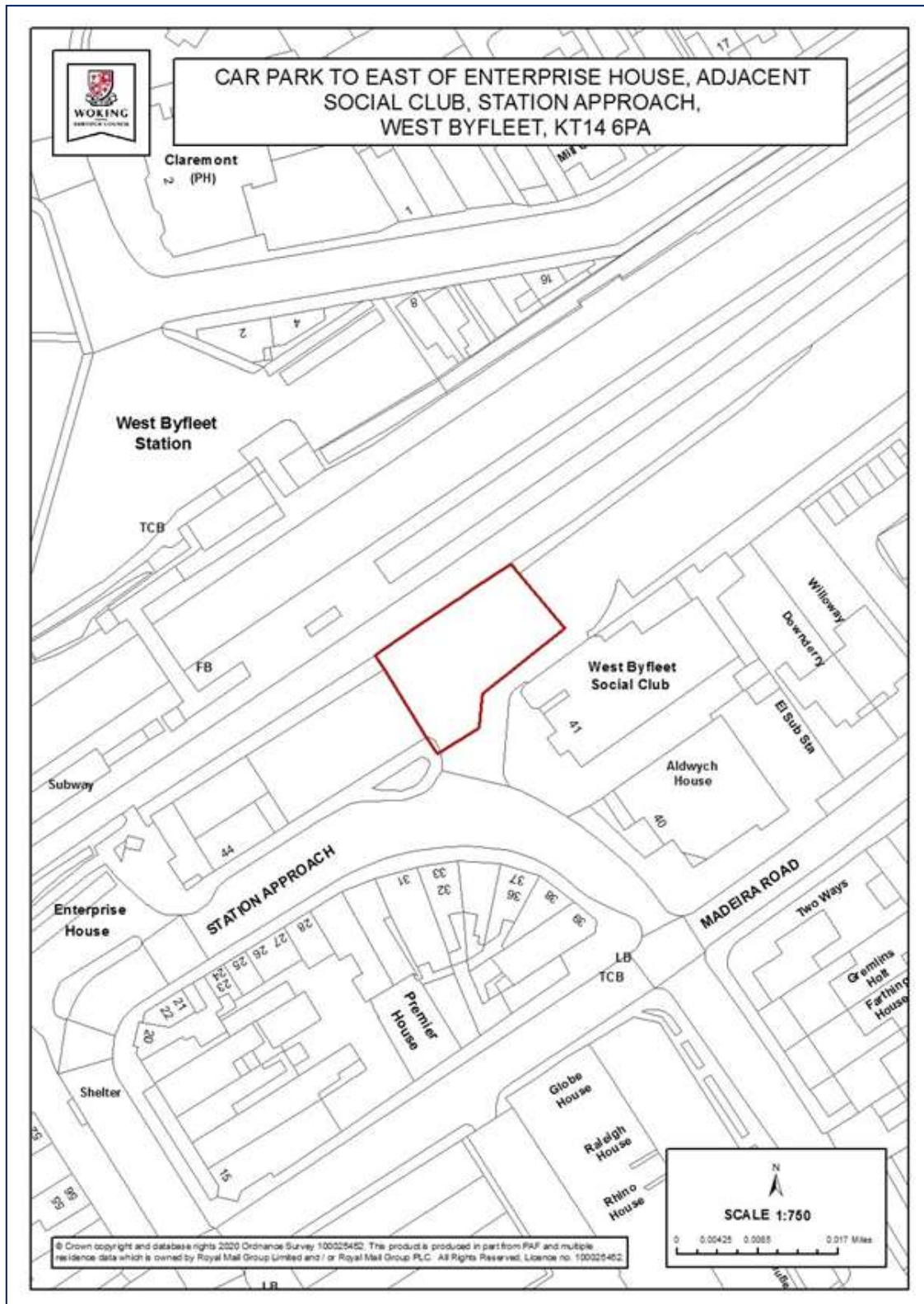
<p>UA38: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW</p>	<p>Through development management process and working in partnership with developers and land owners</p>	<p>10,000 SqM net industrial use by end of 2026/27</p>	<p>Area of floorspace (SqM, net) for industrial use.</p>	<p>2025/26</p>
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment;
- Employment Land Review;
- Employment Topic Paper;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Character Study;
- Design SPD;
- Parking Standards SPD.

Proposal reference: UA39

Site address: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA





Policy UA39: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA

Anticipated site yield		Anticipated timescale
Residential	Retail	2020-2021
12	181SqM net (181SqM gross)	

This 0.08 ha site is allocated for a mixed use development to comprise of retail and residential, including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy, in this case 30% to be provided on site;
- iii. Provide A1 retail use on the ground floor as the site forms part of a designated Primary Shopping Frontage;
- iv. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect adjacent properties;
- v. Be of a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings, and be sympathetic to the prevailing local character;
- vi. Provide a ground floor that directly addresses the street to create an attractive,

<ul style="list-style-type: none"> vii. Be of a height informed by the local and wider town centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare; viii. Be supported by a Transport Assessment to assess the likely impacts of development and to inform mitigation. taking account of proposed developments in the vicinity of the site; ix. Be supported by a Travel Plan to minimise the car use of prospective occupants of the development; x. Include appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects; xi. Provide effective access arrangements that are safe and suitable for all users xii. Retain any trees of demonstrable amenity value and provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure; xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers- the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: <i>Design</i>; xiv. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: <i>Sustainable construction</i>, and taking into account the Climate Change SPD; xv. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: <i>Heritage and conservation</i>, CS21: <i>Design</i>, CS24: <i>Working's landscape and townscape</i>, and DM20: <i>Heritage assets and their settings</i>; xvi. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation; xvii. Provide a high standard of amenity for future users, including any necessary mitigation in respect of the noise of the adjacent road/railway line, and ensure that appropriate levels of sunlight and daylight are available for internal environments.
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Reasoned Justification and Supporting Text:

1. The site is 0.08ha and is adjacent to West Byfleet Railway Station. It is located on Station Approach and adjoins Enterprise House to the west and West Byfleet Station car park to the east. The site is opposite the Station Approach Conservation Area and within the West Byfleet Primary Shopping Area.

2. Due to its location within the Primary Shopping Area, the site is allocated for retail on the ground floor with residential above, also on account of excellent accessibility by bike and foot to public transport and key services.
3. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent Station Approach Conservation Area and the adjacent locally listed buildings (15-20 Station Approach, West Byfleet; 20-39 Station Approach, West Byfleet; and Two Ways, Gremlins Holt, Farthing House, York House, Lavender Park Road).
4. Planning permission was granted subject to a legal agreement for 12 flats above retail units and this development has commenced.
5. It is anticipated that the site could yield 12 dwellings and 181 sqm retail floorspace.
6. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

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

Monitoring	Key Core Strategy policy monitoring indicators: CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA39: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA	Through development management process and working in partnership with developers and land owners	12 net additional dwellings and 181 SqM retail by end of 2020/21	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for retail use	2023/24
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

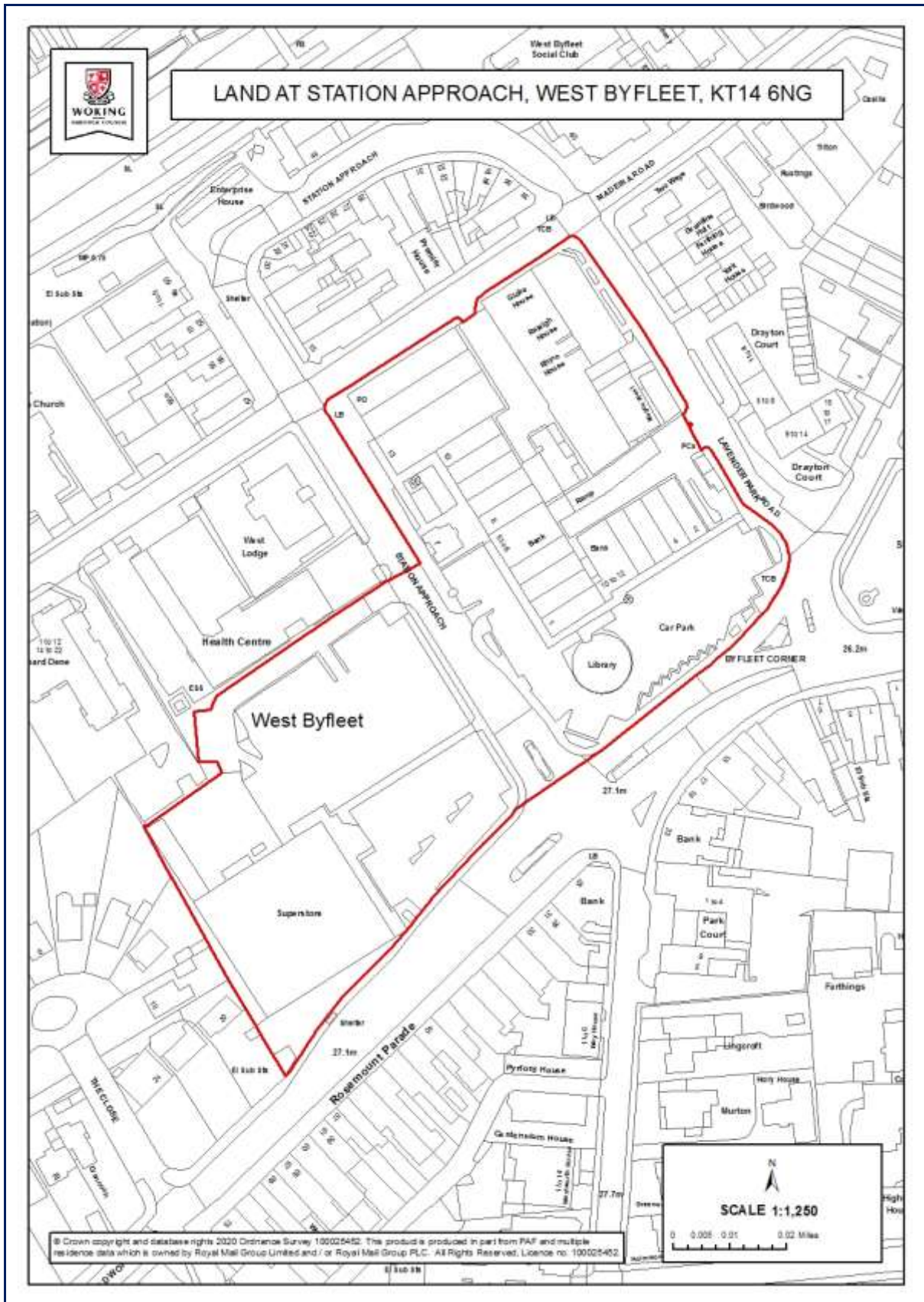
Key evidence base:

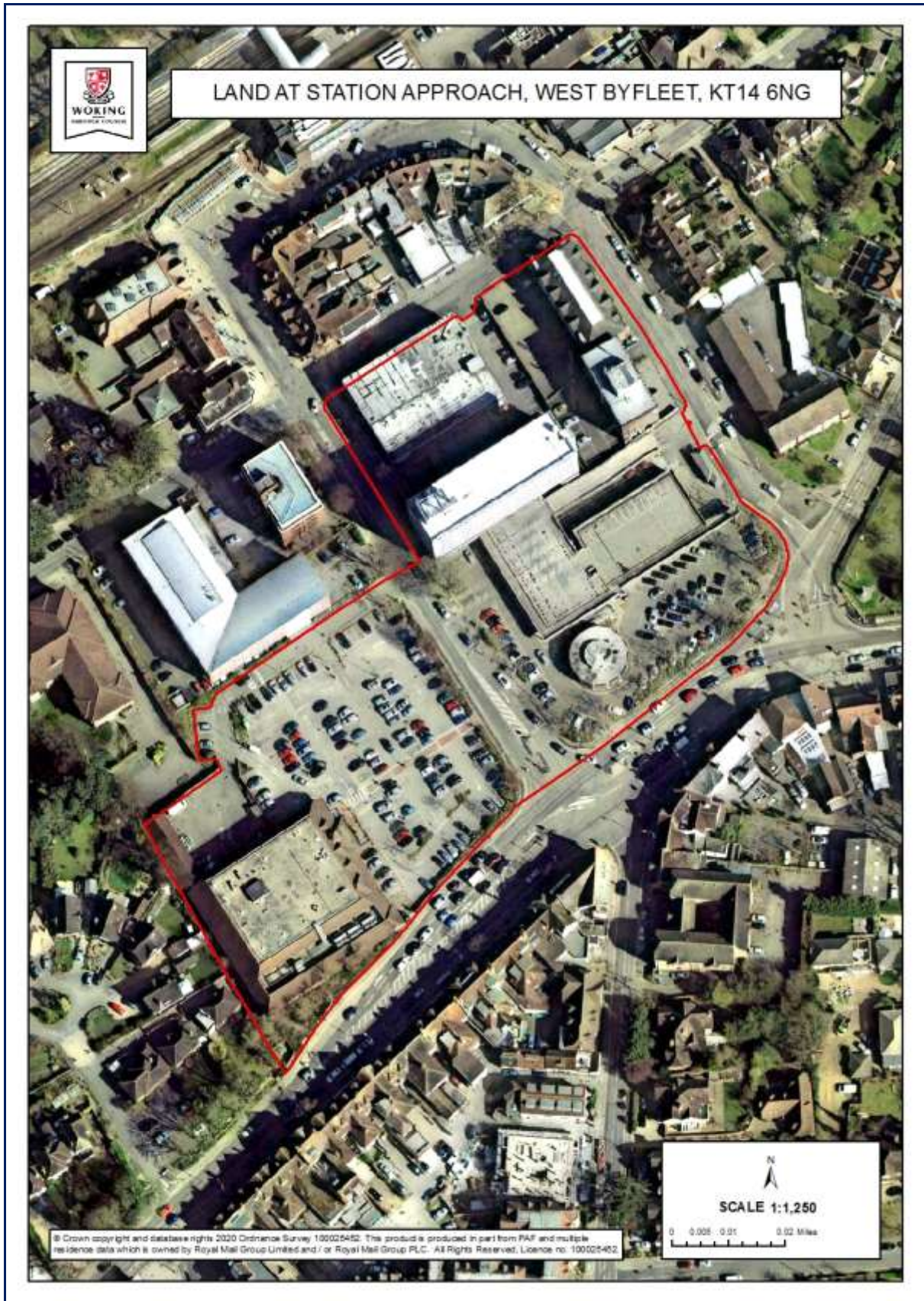
- Strategic Housing Land Availability Assessment (SHLAABWB021);

- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Town, District and Local Centres Study;
- Retail Topic Paper (November 2019);
- Planning permission PLAN/2011/0945, PLAN/2007/0028 and PLAN/2006/0041.

Proposal reference: UA40

Site address: Land at Station Approach, West Byfleet, KT14 6NG







Policy UA40: Land at Station Approach, West Byfleet, KT14 6NG

Anticipated site yield				Anticipated timescale
Residential	Office	Retail	Community uses	2022-2025
208	Re-provision of existing floorspace	To include new supermarket; re-provision of A1 units in Primary Shopping Frontage	Library	

This 0.91 ha site is allocated for mixed use development to comprise of community (including retained or replacement Library), offices, retail (including replacement supermarket store) and residential development including Affordable Housing.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing*;
- iii. Re-provide existing office floorspace, and a replacement supermarket, and retain or re-provide library within any redevelopment scheme;

- iv. Be of a high design quality and visually attractive as a result of good architecture and with development footprints, scales and densities that maximise the use of this prominent site whilst respecting adjoining properties and reflecting the development grain of the surroundings, in a way that is sympathetic to, and enhances, without compromising, the prevailing local and West Byfleet character;
- v. Improve the quality of the public realm and provide ground floors that directly address the street to add interest and vibrancy to the street scene. Retain A1 retail use on the ground floor due to location in Primary Shopping Frontage;
- vi. Be of a height and design that considers the local and wider town centre context taking into account local and long-distance views of the site, and the necessity to avoid adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vii. Be supported by a Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site;
- viii. Be supported by a Travel Plan to minimise car use to and from the site;
- ix. Include appropriate provision of car, cycle parking and servicing within the site taking into account the site's accessible location and on the need to avoid adverse highway safety effects;
- x. Incorporate effective access arrangements that are safe and suitable for all users;
- xi. Include storage of waste and recyclable materials within the site to minimise street clutter;
- xii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement³⁹;
- xiii. Incorporate buildings designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupiers – the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2- Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xiv. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: Sustainable construction, and taking into account the Climate Change SPD;
- xv. Retain any trees of demonstrable amenity value while including street trees and planting to maintain the area's strong green character. Provide appropriate landscaping, including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;

³⁹ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

- xvi. Provide residential units with suitable levels of private amenity space;
- xvii. Provide a high standard of amenity for future users and adjoining properties, including any necessary mitigation in respect of the noise and air quality impact of adjacent roads and railway, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- xviii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- xix. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*; CS24: *Working's landscape and townscape*, and DM20: *Heritage assets and their settings*;
- xx. Ensure that individual parts of the site to complement others within the overall estate, to enable effective integration of the development. Take the maximum possible opportunities to enhance West Byfleet District Centre, including pedestrian and greenspace connectivity, through comprehensive redevelopment;
- xxi. Demonstrate consultation with the statutory water and sewerage undertaker at an early stage regarding the management of waste water capacity and surface water;
- xxii. Be supported by a detailed Air Quality Assessment to determine potential impact of development on European protected sites through deteriorating air quality, taking account of in combination effects.

Reasoned Justification and Supporting Text:

1. This site is located within the heart of West Byfleet District Centre. The allocation is formed of two parts: the first centres on Sheer House. The majority of this block fronts Station Approach to the west and Parvis Road to the south. Manor House and Roxburghe House are existing four storey commercial buildings along Lavender Park Road to the east. The dominant building on the site at present is Sheer House, a vacant 1960's seven storey office block. It is complemented by ground floor retail units that are well occupied and form a significant part of the retail offer within the West Byfleet Primary Shopping Area. There is also a public library and public conveniences located within the site boundary as well as public car parking. To the rear of the site is a service area that is accessed from Madeira Road.
2. Prior approval was granted for a change of use of Sheer House from offices (B1a) to residential (C3) (PLAN/2013/0552), however an earlier planning restriction (condition) prevents this from being implemented. Sheer House is considered an employment use of strategic importance in the District Centre and therefore in the Borough. The equivalent existing office floorspace should be re-provided within any redevelopment scheme.
3. There is an outline planning permission for a comprehensive mixed used redevelopment of the Sheer House portion of the site (PLAN/2017/0128).
4. Globe House has Prior Approval for the change of Use from offices to residential units (PLAN/2014/0147 and PLAN/2015/0015) and a rear extension to the existing building to form six new flats (PLAN/2016/0990).

5. The second portion of the allocated site is the block to the immediate south west of Station Approach, which includes a supermarket store and associated parking facilities.
6. The southern section of the site fronts the main junction of Old Woking Road, Parvis Road, Station Approach and Pyrford Road. Any development on the site would need to consider the impact of the road on pedestrian and vehicular movement through and around the site.
7. The site is within easy walking distance of West Byfleet Railway Station, bus stops and several community facilities including West Byfleet Health Centre and West Byfleet Junior and Infant Schools. The Station Approach and Rosemount Parade Conservation Areas are located to the north and south.
8. Mixed use development would be suitable for this site due to its central location within the District Centre.
9. It is anticipated that the site could yield at least 208 net additional dwellings, additional community and retail floorspace, and office floorspace.
10. Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative users of the site. Proposals should also take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England guidance notes can be found at:
<http://publications.naturalengland.org.uk/publication/4720542048845824>
11. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Station Approach Conservation Area within which the site partially falls, the locally listed buildings within the site boundary (15-20 Station Approach, West Byfleet and 20-39 Station Approach, West Byfleet) the adjacent Byfleet Corner/Rosemount Parade Conservation Area, and the adjacent locally listed buildings (Two Ways, Gremlins Holt, Farthing House, York House, Lavender Park Road; 1-3 Byfleet Corner, Old Woking Road; 13-19 Byfleet Corner, Old Woking Road; 21-23 Rosemount Parade, Old Woking Road; and 29-75 Rosemount Parade, Old Woking Road).
12. The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent District Centre site.
13. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Two phase approach anticipated.

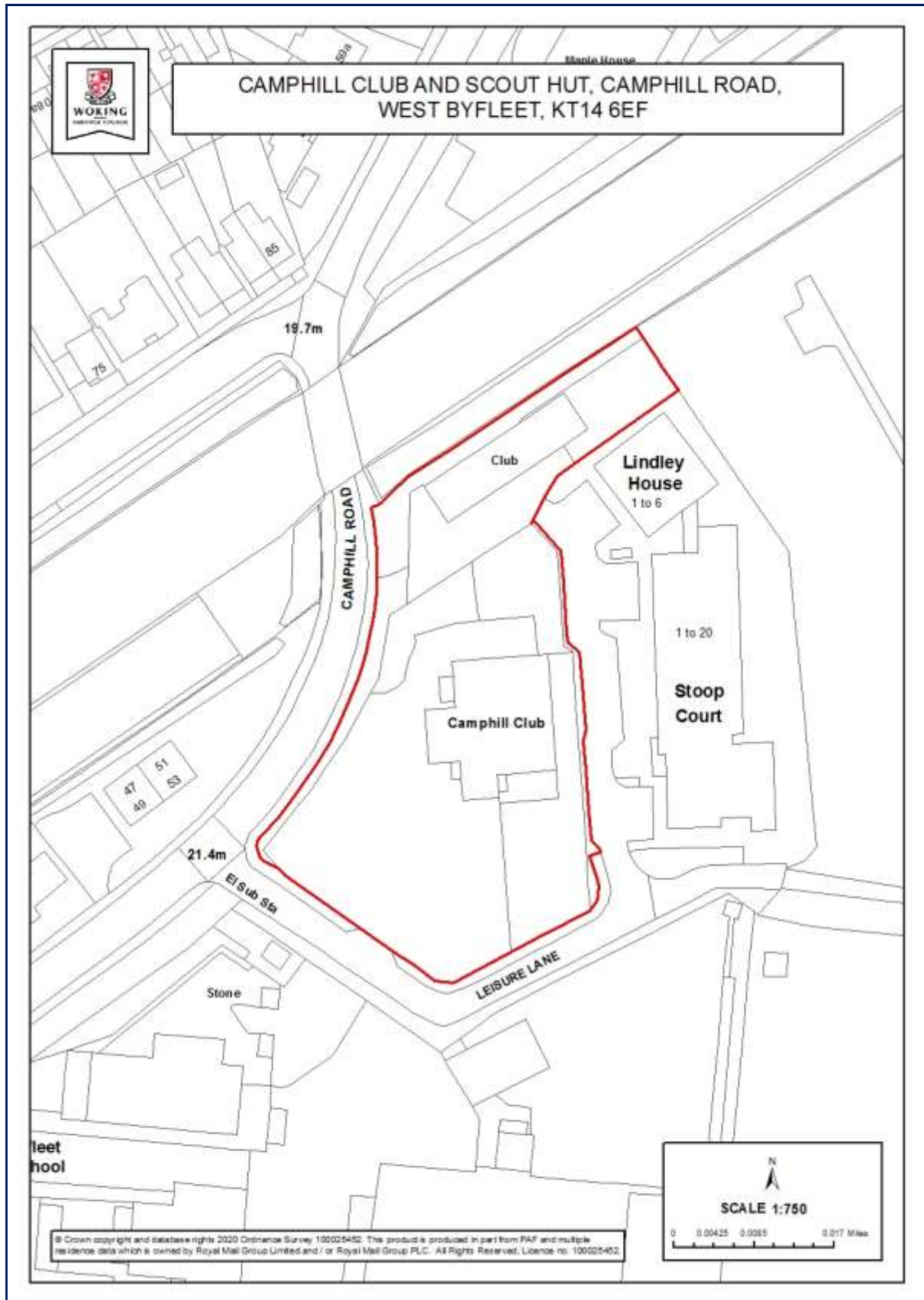
Monitoring	Key Core Strategy policy monitoring indicators: CS3 West Byfleet District Centre; CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS15 Sustainable economic development, CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA40: Land at Station Approach, West Byfleet, KT14 6NG	Through development management process and working in partnership with developers and land owners	208 net additional dwellings, retail (supermarket and re-provision of A1 units), community (including a library) uses and re-provision of existing offices, by end of 2024/25	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for retail, community and office uses	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB022, SHLAABWB026 and SHLAABWB027);
- Employment Land Review;
- Employment Topic Paper;
- Natural Working;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Town, District and Local Centres Study;
- Retail Topic Paper (November 2019);
- Planning applications PLAN/2014/0544, PLAN/2015/0869, PLAN/2014/0147, PLAN/2015/0015, PLAN/2017/0128, PLAN/2016/0045 and PLAN/2016/0990.

Proposal reference: UA41

Site address: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF





Policy UA41: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF

Anticipated site yield		Anticipated timescale
Residential	Community uses	2025-2027
28	Re-provision of existing community facilities	

This 0.38 ha site is allocated for residential, including Affordable Housing, and community use.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Include a replacement on site for the existing community facility;
- iv. Be of a scale and density that maximises the use of the site whilst reflecting, without compromising, the prevailing local character and appearance, and with strong boundary treatments;
- v. Include appropriate provision for car, cycle parking and servicing within the site, taking into account the guidance of the Parking Standards SPD, the site’s accessible location and the need to avoid adverse highway safety effects;

- vi. Provide effective access arrangements that are safe and suitable for all users, including highway improvements at the junction of the site with Camphill Road if required;
- vii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of the occupier – the residential element of the scheme should incorporate ‘Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings’ where practicable and viable in accordance with Policy CS21: *Design*;;
- viii. Incorporate relevant sustainable construction requirements at the time of planning application including the achievement of BREEAM ‘Very Good’ standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction*, and taking into account the Climate Change SPD;
- ix. Provide a high standard of amenity for future users and the occupants of adjoining properties, including any necessary mitigation in respect of the noise and air quality impact of adjacent roads and railway, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
- x. Retain any trees of demonstrable amenity value and trees protected by Tree Preservation Orders, and provide appropriate landscaping including proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
- xi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking’s landscape and townscape*, and DM20: *Heritage assets and their settings*;
- xii. Have regard to the existing public right of way along the southern boundary of the site.

Reasoned Justification and Supporting Text:

1. This site is located on Camphill Road, south of the railway line and to the west of West Byfleet allotments.
2. It is in used as a social club and scouts club with associated car parking to the front. The existing building is modern and single storey and is well screened from Camphill Road by trees and hedges.
3. There is an opportunity to redevelop the site for residential development. Due to the size of the site, it is possible to re-provide the existing community facilities within the site as part of a mixed use scheme.
4. The site is served by public transport and is within walking and cycling distance of West Byfleet District Centre.
5. Development would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (West Byfleet Infant School)
6. It is anticipated that the site could yield at least 28 dwellings with community floorspace.

7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- It is expected that the site would come forward for development during the Plan period;
- The site was originally submitted to the Council by the landowner.

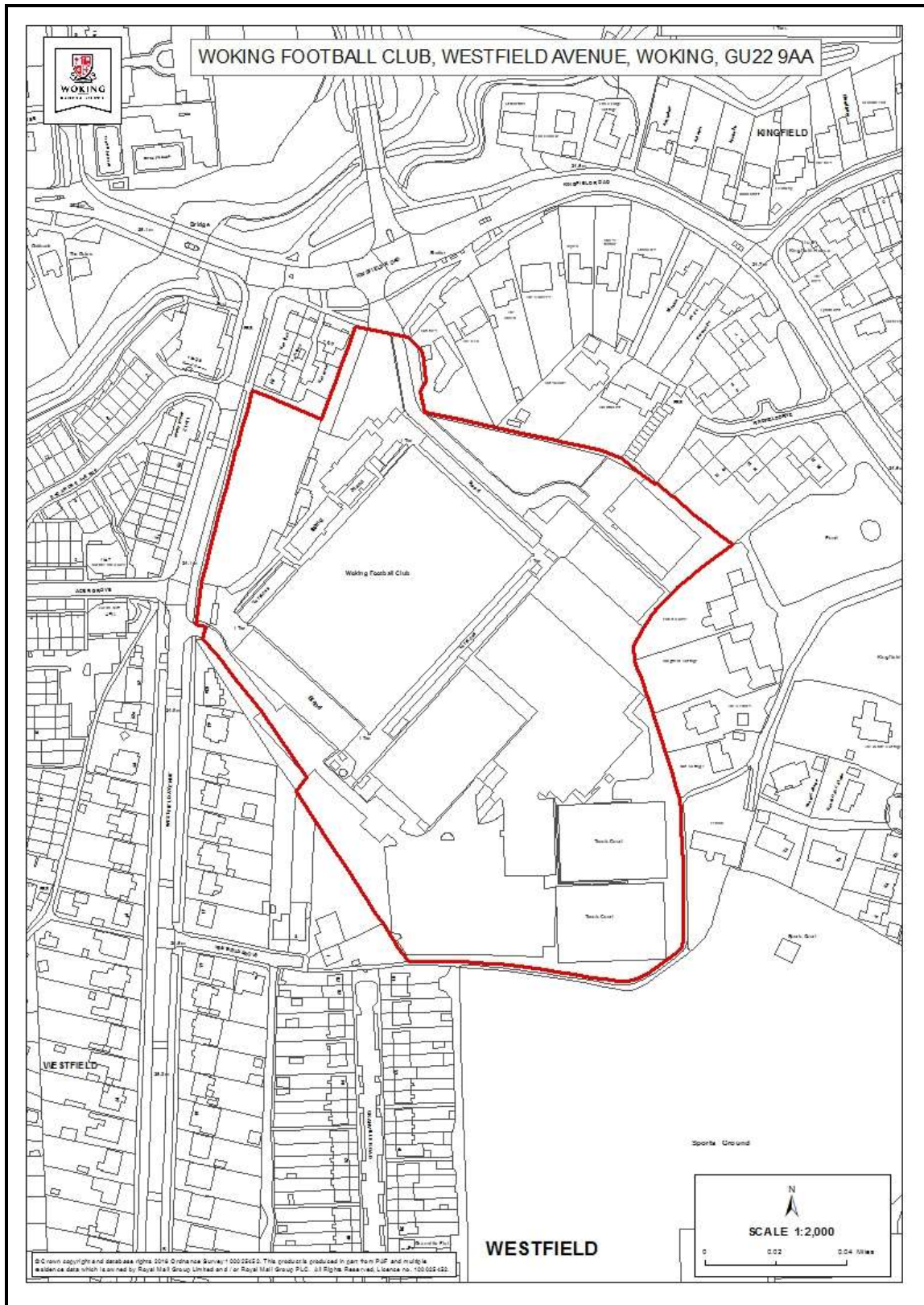
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA41: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Through development management process and working in partnership with developers and land owners	28 net additional dwellings and community use (re-provision of existing facilities) by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for community use	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB024);
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

Proposal reference: UA42

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







Policy UA42: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA

Anticipated site yield			Anticipated timescale
Residential	Community/Leisure Uses	Retail	TBC
93	Football stadium with enhanced facilities		

This 4.64 ha site is allocated for a mixed use development to include a replacement football stadium, residential including Affordable Housing, and retail uses to serve the local community and/or for merchandise directly linked to the Football Club.

To achieve this, the development must:

- i. Retain a football stadium at this location as a part of any redevelopment scheme;
- ii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iv. Take the opportunities available for improving the character and quality of the area incorporating a high design quality, with visual attractiveness as a result of good architecture, with development footprints, scales and densities that maximise the use of the site whilst respecting adjoining properties, and with strong boundary treatments;
- v. Directly address the street, in particular along Westfield Avenue;
- vi. Be of a height informed by the local context, and the necessity to avoid adverse

- environmental effects in terms of micro-climate, wind, overshadowing and glare;
- vii. Be supported by a Transport Assessment to assess the likely impacts of the development and to inform appropriate mitigation;
 - viii. Be supported by a residential, match day and non-match day events Travel Plan to minimise car use to and from the site;
 - ix. Include appropriate provision for car, coach and cycle parking and servicing within the site taking into account the site's accessible location and the need to avoid adverse highway safety effects;
 - x. Provide effective access arrangements that are safe and suitable for all users, including highway improvements at the junction of the site with Kingfield Road and Westfield Avenue if required;
 - xi. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁴⁰;
 - xii. Incorporate relevant sustainable construction standards at the time of the planning application including the achievement of BREEAM 'Very Good' standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction*, and taking into account the Climate Change SPD;
 - xiii. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for change to be made to meet the needs of occupiers – the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
 - xiv. Provide a high standard of amenity for future users and the occupants of adjoining properties, including any necessary mitigation in respect of the noise of adjacent roads, and ensure that appropriate levels of sunlight and daylight are available for internal environments;
 - xv. Retain any trees of amenity value, private outdoor amenity space in line with local standards and include proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure;
 - xvi. Consider any current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
 - xvii. Provide a range of housing sizes in accordance with Policy CS11: *Housing mix*;
 - xviii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their setting*;
 - xix. Minimise conflict between the different land uses through careful consideration of site design. This should include considering any impacts on noise and light pollution from the stadium affecting existing and proposed residential properties, and ensuring

⁴⁰ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

<p>mitigation measures are implemented to protect residential amenity;</p> <p>xx. Be supported by an Archaeological Assessment in accordance with Policy CS20: <i>Heritage and conservation</i>;</p> <p>xxi. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network.</p>
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Reasoned Justification and Supporting Text:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
7. Development would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent locally listed building (Kingfield Cottage).
8. The site is considered to be available for redevelopment and is anticipated to yield 93 net additional dwellings, community and leisure facilities (including a replacement football stadium)
9. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

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.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS19 Social and community infrastructure.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
UA42: Woking Football Club, Westfield Avenue, Woking, GU22 9AA	Through development management process and working in partnership with developers and land owners	93 net additional dwellings, community and leisure facilities (including a replacement football stadium), and retail use by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Area of floorspace (SqM, net) for community and leisure, and retail uses	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

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;
- Retail Topic Paper (November 2019);
- Parking Standards SPD.

Section B – Development and infrastructure sites to be taken out of the Green Belt or washed over by the Green Belt

Land Released for Development in the Green Belt

The Core Strategy sets out the strategic policy framework for managing development in the Borough between 2010 and 2027 and the necessary infrastructure to support it. This includes accommodation to meet the needs of Travellers.

The Core Strategy makes provision for the delivery of 4,964 net additional dwellings between 2010 and 2027. Most of this development will be delivered on previously developed land in the Town, District and Local Centres. Sufficient land has been identified in the main urban areas to meet housing land supply up to 2022 and it is the Council's priority that the timing of development on previously developed land takes precedence over development on land released from the Green Belt. The Core Strategy also commits the Council to identify sufficient land from the Green Belt to deliver at least 550 new dwellings between 2022 and 2027. The release of land from the Green Belt for housing and other development needs has been informed by the recommendations of the [Green Belt boundary review](#) and other evidence base studies.

The Council has also carried out a review of its Traveller Accommodation Assessment to determine the accommodation needs of Gypsies and Travellers and Travelling Showpeople. The assessment takes into account retrospective unmet need since 2012. A need for 19 pitches up to 2027 has been identified. Whilst no specific need has been identified for a transit site in the assessment, the Council has taken a strategic view into the future and has identified a site to serve future needs when justified.

An Infrastructure Delivery Plan was prepared to identify the necessary infrastructure to support the proposed development in the Core Strategy. This has now been renewed (2018) to bring it up to date. Amongst other things, the need for educational provision and open space were identified. Consequently, any site identified for housing development should have sufficient capacity to incorporate adequate green infrastructure. A specific site has been allocated to deliver a secondary school. The school has now been built and is in operation.

To ensure the enduring permanence of the Green Belt boundary, the Council has also decided to plan strategically ahead and safeguard land to meet future development needs and associated infrastructure for the period between 2027 and 2040.

A new defensible boundary to ensure the enduring permanence of the Green Belt boundary has been drawn to reflect the above proposals. This is illustrated on the Proposals Map and in **Appendices 2 and 3**.

Sufficient Green Belt land has been allocated by this Site Allocations Development Plan Document (DPD) to meet the housing requirement of the Core Strategy. Further land has been identified within the Green Belt to meet longer-term development needs beyond the plan period (which will only be released for development through a review of either the Core Strategy and/or the Site Allocations DPD).

Policy SA1: Overall policy framework for land released from the Green Belt for development

Land surrounding West Hall, Parvis Road, West Byfleet (Proposal Site GB9) is allocated for future residential development to include both market and Affordable Housing. The development of the site will be expected to integrate sufficient green infrastructure and landscaping to provide a buffer between the site and the adjoining Green Belt. 1.72 hectares of the land designated as Policy GB9A has been set aside to enable the delivery of 15 Traveller pitches up to 2027. The area covered by Policy GB9A is illustrated by the Proposals Map. The release of Policy GB9A for the development of the pitches will be informed by the phasing arrangement set out in the reasoned justification.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- it would not prejudice the future development of the site for the proposed uses;
- the development is not inappropriate development in the Green Belt in accordance with Policy CS6: *Green Belt* of the Core Strategy, and the NPPF.

It is expected that the release of the remaining part of Policy GB9 for residential development will be between 2022 and 2027.

Land adjacent to Egley Road, Mayford (Nursery) (Proposal Site GB7) is allocated for residential development to include both market and Affordable Housing and a school to meet future educational needs of the area and recreational/open space. Part of the land has already been developed for a school, which opened in September 2018. However, the design, layout and landscaping of the residential development of the rest of the site will be required to take into account the desirability of maintaining a sense of visual separation between Mayford and the rest of the urban area: the extent to which this is achieved will be assessed through the development management process.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- It would not prejudice the future development of the site for the proposed uses;
- The development is not inappropriate development in the Green Belt in accordance with Policy CS6: *Green Belt* of the Core Strategy, and the NPPF.

It is expected that the release of the land for residential development will be between 2022 and 2027.

Land south of Brookwood Lye Road, Brookwood (Proposal Site GB1) is allocated for future residential development to include both market and Affordable Housing.

Until the land is released for the proposed uses, development will only be acceptable in principle where:

- It would not prejudice the future development of the site for the proposed uses;
- The development is not inappropriate development in the Green Belt in accordance with Policy CS6: *Green Belt* of the Core Strategy, and the NPPF.

It is expected that the release of the land for residential development will be between 2022 and 2027.

Land at Broadoaks, Parvis Road, West Byfleet (Proposal Site GB10) is released from the Green Belt and allocated for a mixed use development. If a case can be justified, the development of the site can come forward from adoption of the Site Allocations DPD. The Council has granted planning permission for the net addition of 177 homes, 75 unit assisted living accommodation, 80 bed care home and 900 sq.m of office floorspace. The permission is being implemented.

Safeguarded Sites

Land at:

- Land south of Parvis Road and High Road, Byfleet (Proposal Site GB4)
- Land to the south of Rectory Lane, Byfleet (Proposal Site GB5)
- Woking Garden Centre, Egley Road, Mayford (Proposal Site GB8)

is identified as safeguarded land to be released from the Green Belt for development should a future update to the development plan find that the release of sites from the Green Belt is necessary. The sites will remain in the Green Belt until such release is justified and the relevant policies of the development plan and NPPF will be taken into account in the assessment of any development proposals for the sites – as will their status as safeguarded land.

Traveller Sites

Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2) is released from the Green Belt and allocated for an additional 6 Traveller pitches and a plot for a Traveller transit site from the date of adoption of the Site Allocations DPD. The delivery of the site will be informed by the phasing arrangement set out in the reasoned justification. The Council will seek to ensure that the development of the pitches meets the necessary standards for Travellers accommodation as set out below.

Part of land surrounding West Hall, Parvis Road (Proposal Site GB9A) is allocated for 15 Traveller pitches up to 2027. The release of this part of the site for the development of Traveller pitches will be informed by the phasing arrangement set out in the reasoned justification..

These sites meet the criteria for allocation set out in Policy CS14: *Gypsies, Travellers and Travelling Showpeople* of the Core Strategy.

Stable Yard, Guildford Road and Land to the South of Gabriel Cottage/Hillview, Blanchards Hill, are allocated as Traveller sites and would each provide one pitch. The sites are allocated as inserts within the Green Belt and are illustrated on the Proposals Map, in particular as Insets 11 and 12 respectively. Both sites are in existing temporary use as Traveller accommodation. However, full planning permission will be required to approve details of any proposal for the permanent use of the sites for Travellers' accommodation, and the Council will seek to ensure that the development of the site meets the necessary standards for Travellers' accommodation set out below. Given that the sites are allocated as inserts within the Green Belt, very special circumstances justification will not be required in order to approve detailed matters for the permanent use of the sites for Travellers' accommodation.

The annual delivery of pitches to meet the needs of Travellers will be managed and monitored in accordance with the evidence set out in the Traveller Accommodation Assessment (2013) and the phasing arrangement set out below.

A new defensible boundary of the Green Belt has been drawn to reflect the Traveller sites allocated in the Site Allocations DPD. This is illustrated in the site boundaries map shown in Appendix 2. The Proposals Map has been amended to include the new definition of the Green Belt boundary (the existing Proposals Map is available at <http://www.woking2027.info/map>).

The development of Traveller sites will be expected to achieve the following design criteria:

- i. Sites should be provided with adequate access to water, electricity supply, drainage and sanitation;
- ii. Sites should be designed to provide enough land per household to accommodate a mobile home, touring caravan and a utility building together with space for parking;
- iii. The layout and design of the sites should ensure a degree of privacy for individual households without inhibiting the important sense of community;
- iv. Sites should provide safe and suitable access and egress for all users including emergency services vehicles, and refuse collection vehicles;
- v. Sites should be safe and inclusive and ensure that crime and disorder and the fear of crime do not undermine quality of life, community cohesion or social inclusion for their occupants and for the occupiers and users of adjacent property and land;
- vi. Sites should promote opportunities for healthy lifestyles;
- vii. Sites should be well planned or soft landscaped in such a way as to enhance positively the environment and increase its openness.

Until the above-referenced sites are released for the development of Traveller pitches they will remain subject to national and development plan policies relating to the Green Belt.

Reasoned Justification and Supporting Text

1. The Council is committed through the Core Strategy to release land in the Green Belt to meet future housing and infrastructure needs of the Borough but to do so in a managed and timely manner. There are specific sites (GB1, GB7 and GB9) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027. Moreover, the accommodation needs of Travellers would be met at sites GB2 and GB9A, Stable Yard, Guildford Road and Land to the South of Gabriel Cottage/Hillview, which would be released for development for this purpose on the adoption of this plan. These sites are expected to make provision for the delivery of at least 550 new dwellings and 23 pitches.
2. The principle of the timing for the release of the sites for development is in accordance with the spatial strategy for the Borough, which has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, the Council will resist the release of the sites for development prior to 2022 unless otherwise explicitly specified by Policy SA1. Where the phasing measures outlined in Policy SA1 and

the individual policies indicate that a site should be released for development, the Council will resist any proposal that would compromise its ability to provide the uses for which it is allocated. Until the sites are released for development, the requirements of the Green Belt policy as set in Policy CS6: *Green Belt* of the Core Strategy will apply along with relevant national policy.

3. The Council has a responsibility to meet the housing needs of all sections of the community including Gypsies and Travellers and Travelling Showpeople. A Travellers Accommodation Assessment (2013) has been carried out, which justifies a need for 19 pitches between 2012 and 2027. This is equivalent to an annual average pitch supply of 1.3 pitches. Two sites (Proposal Sites GB2 and GB9A) are allocated to enable the provision of 21 pitches in this period. In addition, Stable Yard, Guildford Road and Land to the South of Gabriel Cottage/Hillview, Blanchards Hill have been allocated as inserts within the Green Belt to enable the provision of only one pitch on each of the sites. The Council will manage the delivery of all of the sites to ensure that there is a steady delivery of pitches during the plan period. Any over or under supply of pitch provision will be avoided where possible. The Council will be working in partnership with the Gypsy and Traveller communities and other stakeholders to ensure the sustainable delivery of the pitches, in particular, to facilitate an effective integration of the travelling community with the settled community. It should be emphasised that based on the Gypsy and Traveller Accommodation Assessment (2006) that was used to inform the Core Strategy, the Council had met its pitch supply up to 2016. The 23 pitches that have been identified to meet future need up to 2027 takes into account any retrospective unmet need since 2012 that was not picked up by the 2006 Gypsy and Travellers Accommodation Assessment. The sites will be released for development after the adoption of the Site Allocations DPD and will be informed by the delivery arrangement set out below. The Council has identified sufficient land to enable it to manage delivery well into the next plan period (taking into account delivery to date land is needed for 18 pitches up to 2027, however, land has been identified for 23 pitches).

4. The Council will manage the delivery of the Traveller pitches in accordance with the following indicative phasing arrangement:

Year	Cumulative delivery	projected	Indicative phasing of sites
2018/19	-8.3		
2019/20	-5.6		4 permanent pitches approved at land south of Murray's Lane
2020/21	0.1		6 pitches to be delivered at GB2. Planning application has been submitted to be determined. 1 pitch to be delivered at Land to the South of Gabriel Cottage/Hillview
2021/2022	-0.2		1 pitch to be delivered at Stable Yard, Guildford Road
2022/2023	13.5		15 pitches to be delivered ar land surrounding West Hall (GB9A)

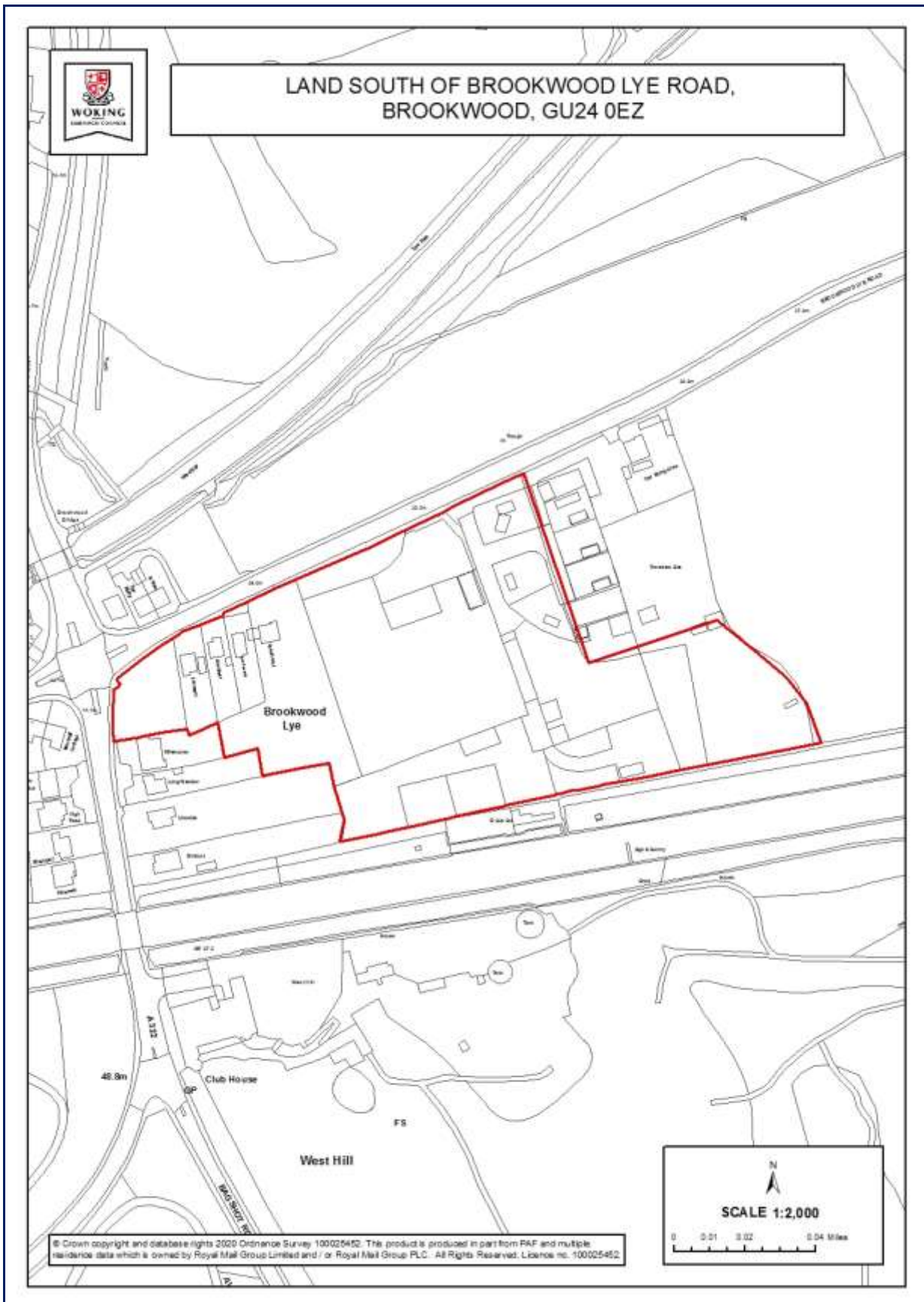
5. The opportunity to provide a transit site for Travellers is allocated at Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2).
6. Any proposals for Traveller pitches on non-allocated sites elsewhere in the Green Belt will be assessed on the basis of the relevant national and local policies. In particular, the Government's Planning Policy for Traveller sites makes it clear that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development and should not be approved, except in very special circumstances.
7. Policy CS16 of the Core Strategy emphasises the importance for development to be supported by adequate infrastructure. There is an increasing need for a secondary school that will be exacerbated by future housing growth in the area, including the future housing development of the allocated Green Belt sites. Part of the former nursery land adjacent to Egley Road, Mayford (Proposal Site GB7) has been allocated for the provision of a secondary school. The Council has worked with Surrey County Council and the Department for Education (Education Funding Agency) to ensure that there is a satisfactory case to justify the timing of the release of the site for development. The site has been delivered for a secondary school and a leisure centre. The school opened in September 2018.
8. Whilst not a requirement of the Core Strategy, the Council has taken a long term strategic view about the future development needs of the area and is safeguarding a number of sites (GB4, GB5 and GB8) as identified above to meet future development needs beyond 2027 if the need to release land from the Green Belt is justified by future updates to the Core Strategy and/or the Site Allocations DPD. This is in accordance with the National Planning Policy Framework (NPPF) and a matter of good planning practice. Any application for their development will be strongly resisted unless it can be justified as an appropriate use in the Green Belt in line with the requirements of Policy CS6 of the Core Strategy and the NPPF; and their status as safeguarded sites will also be taken into account in the assessment of any planning applications that may come forward.
9. Broadoaks (Proposal Site GB10) is identified in the Core Strategy as a Major Developed Site in the Green Belt to deliver quality office and/or research premises. The Core Strategy requests the Council to keep the site under review when preparing the Site Allocations DPD. The site is released from the Green Belt and allocated as an employment-led mixed use site to include quality office and research premises and residential uses including housing to meet the accommodation needs of the elderly. The flexibility introduced into the acceptable uses on the site has enabled it to come forward to deliver much needed housing and at the same time achieve the economic objectives of the Core Strategy. The site has planning permission, which is now being implemented, for the net addition of 177 homes, 75 unit assisted living accommodation, 80 bed care home and 900 sq.m. of office floorspace.
10. The proposed changes will lead to changes to the Green Belt boundary. A new defensible boundary has been drawn to reflect that. This is reflected in the maps in **Appendices 2 and 3** and is illustrated on the updated Proposals Map.

Delivery Arrangements

Monitoring	Key Core Strategy policy monitoring indicators: CS6 Green Belt; CS10 Housing provision and distribution; CS14 Gypsy, Traveller and Travelling Showpeople.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
SA1: Overall policy framework for land released from the Green Belt for development	Through the delivery of policies set out in GB1, GB2, GB7, GB9, GB9A and GB10	As set out under the specified policies	As set out under the specified policies	As set out under the specified policies
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocations.				

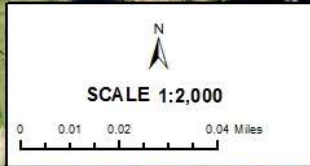
Proposal reference: GB1

Site address: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ





LAND SOUTH OF BROOKWOOD LYE ROAD,
BROOKWOOD, GU24 0EZ



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Policy GB1: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ

Anticipated Site Yield	Anticipated timescale
Residential	2022-2024
93	

All land previously designated as Green Belt that falls within this 2.65ha site is excluded from the Green Belt. The Site is allocated for residential, including Affordable Housing between 2022 and 2027, in accordance with Policy SA1.

Key Requirements

Development of the site will be required to:

- i. Contribute to the provision of essential transport infrastructure necessary to mitigate the impacts of the development of this site, which will be informed by a Transport Assessment at the development management stage. In particular, the Transport Assessment should address:
 - a. The development's effects upon Brookwood Crossroads;
 - b. The extension of the south side of Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - c. The appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
 - d. The provision of cycle routes.
- ii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site, whilst reflecting the development grain of nearby development in a way that is sympathetic to the prevailing local character;

- iii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iv. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- v. Be supported by a Flood Risk Assessment as the site is adjacent to an area shown on the Environment Agency Risk of Surface Water Flooding Maps. This should demonstrate the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
- vi. Apply a sequential approach to the layout of development on the site to safely manage the residual risk of flooding and inform the siting of Sustainable Drainage Systems (SuDS) and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk. SuDS should be incorporated in accordance with both Core Strategy Policy CS9: *Flooding and water management* and taking into account the council's guidance supporting the provision of a Surface Water Drainage Statement⁴¹;
- vii. Be supported by a Noise Impact Assessment, which takes into account the proximity of the site to the railway line, and informs any mitigation measures necessary to protect the residential amenity of future occupants;
- viii. Consider current or historical contaminative uses of the site and make provision for appropriate investigation and any necessary remediation;
- ix. Be supported by an archaeological assessment as set out in Policy CS20: *Heritage and conservation* of the Core Strategy;
- x. Be supported by landscape, ecological and tree surveys, in order to:
 - a. Retain any trees of amenity value on the site, and avoid harm to trees over the site boundary;
 - b. Inform a design and layout that incorporates open space, green infrastructure and appropriate landscaping;
 - c. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including the adjacent Site of Nature Conservation Importance;
- xii. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design* of the Core Strategy;
- xiii. Incorporate relevant sustainable construction standards at the time of the planning application in accordance with Policy CS22: *Sustainable construction* of the Core Strategy and taking into account the Climate Change SPD.

Reasoned Justification and Supporting Text:

1. This site is accessibly situated on the eastern edge of, but predominantly outside of, the urban area of Brookwood village. Part of the site is previously developed land, including derelict glasshouses. The site's northern boundary fronts onto Brookwood Lye Road, with

⁴¹ The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

the main line railway on its south edge. The Green Belt Boundary Review (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need.

2. It is anticipated that the site could yield 93 dwellings. The site has good access to Brookwood Station and local services by foot and by bicycle.
3. Proposals for development would greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
4. The Flood Risk Assessment for the site should take into account the Environment Agency’s latest guidance on climate change.
5. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The land is in single ownership and is known to be available for development;
- Developer-led.

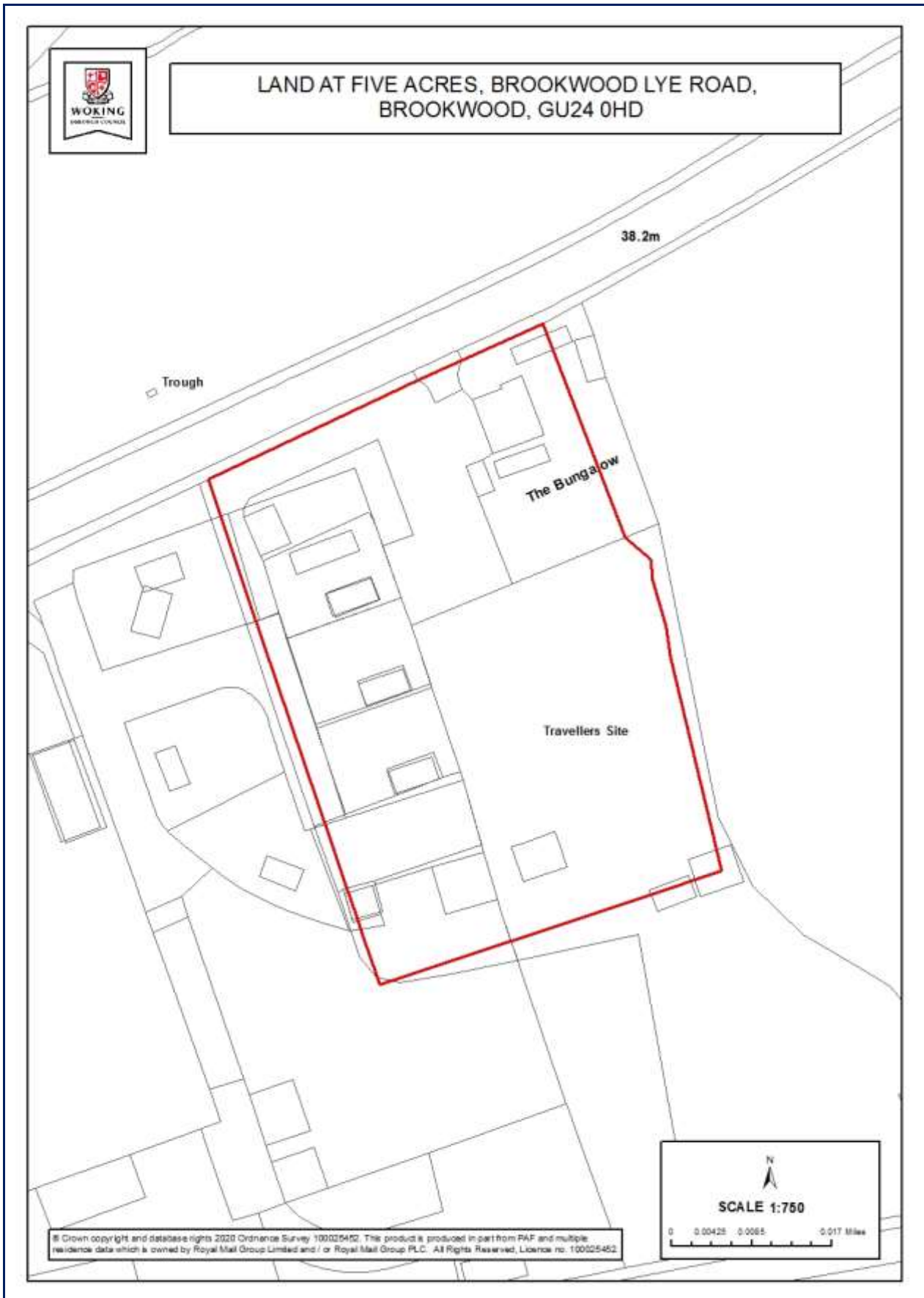
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB1 Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Through development management process and working in partnership with developers and land owners	93 net additional dwellings by end of 2023/24	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Green Belt boundary review (Parcel 22, WGB022a);
- Strategic Housing Land Availability Assessment (SHLAAHEA006);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD.

Proposal reference: GB2

Site address: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD







Policy GB2: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD

Anticipated site yield	Anticipated timescale
Residential	2020/21
6 additional traveller pitches and 1 plot for a traveller transit site	

This 0.61 ha site is excluded from the Green Belt and is allocated for 6 additional pitches, further to the 13 existing permanent pitches on this and the adjacent site, to meet the needs of Travellers and a plot for a Traveller transit site from adoption of the DPD (up to 2027), in accordance with Policy SA1.

Key Requirements

Development of the site will be required to:

- i. Contribute to the provision of essential transport infrastructure necessary to mitigate the impacts of the development of this site, which will be informed by a Transport Statement at the development management stage. In particular, the Transport Statement should consider:
 - a. The development's effects on Brookwood Crossroads;
 - b. The appropriate provision for car, cycle parking and servicing within the site taking into account the site's accessible location and the need to avoid adverse highway safety effects;
 - c. The extension of the south side of Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - d. The provision of cycle routes.
- ii. Meet the design criteria for Traveller sites set out in Policy SA1 of this plan;

- iii. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- iv. Be supported by a Flood Risk Assessment as the site is adjacent to an area shown on the Environment Agency Risk of Surface Water Flood Maps. This should demonstrate the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures. This should take into account the most up to date climate change projections;
- v. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of SuDS and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;
- vi. Have a design that mitigates impact on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁴²;
- vii. Be supported by a Noise Impact Assessment which takes into account the proximity of the site to the railway line, and informs any mitigation measures necessary to protect the residential amenity of future occupants;
- viii. Consider current or historical contaminative uses of the site, and make provision for appropriate investigation and any necessary remediation;
- ix. Be supported by landscape, ecological and tree surveys in order to:
 - a. Retain any trees of amenity value on the site, and avoid harm to trees over the site boundary;
 - b. Inform a design and layout that incorporates open space, green infrastructure and appropriate landscaping – in accordance with design criterion (vi) of Policy SA1 of this plan;
 - c. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including the adjacent Site of Nature Conservation Importance.

Reasoned Justification and Supporting Text:

1. This site is situated on the eastern edge of, but predominantly outside of, the urban area of Brookwood village, with good access to Brookwood Station and local services by foot and bicycle. The site's northern boundary fronts onto Brookwood Lye Road, with the main line railway to the south.
2. The site is partially comprised of an existing traveller site. It is anticipated that the site will yield 6 additional Traveller pitches and make provision for a Traveller transit site, and thus assist in meeting the identified needs of Travellers up to 2027.
3. Adjacent land South of Brookwood Lye Road is proposed for removal from the Green Belt upon adoption of the Site Allocations DPD (see Proposal Site GB1). For this reason the release of this land from the Green Belt from 2020 would not result in an isolated urban site.

⁴² The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

4. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
5. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
6. A contribution towards infrastructure delivery may be required subject to any site specific requirements being identified during the development management process (or any potential review of the CIL Charging Schedule). In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The land is understood to be in single ownership;
- The site is an existing Traveller site and is available for further development.

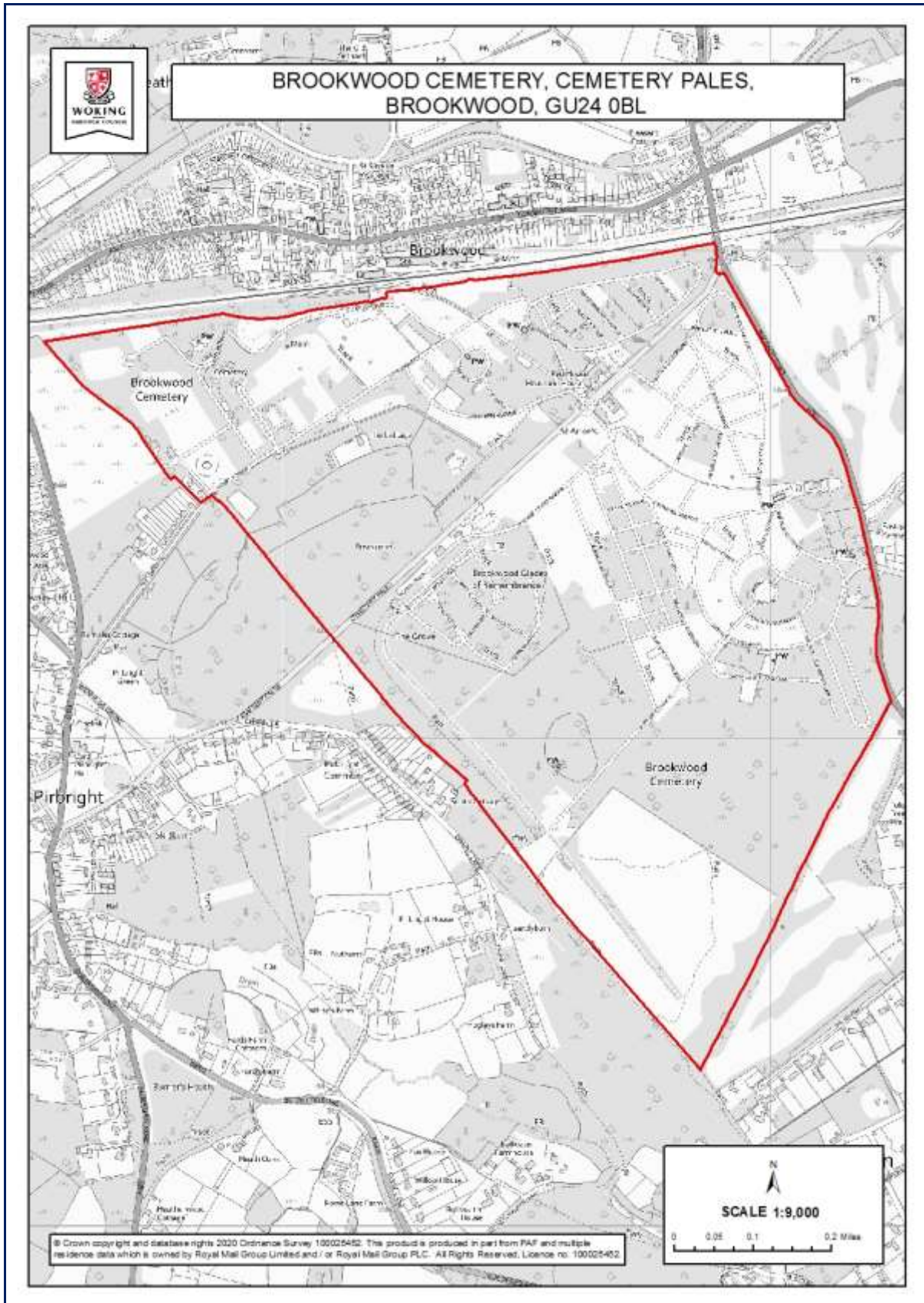
Monitoring	Key Core Strategy policy monitoring indicators: CS14 Gypsy, Traveller and Travelling Showpeople.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB2: Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Through development management process and working in partnership with developers, the Travellers community and land owners	6 net additional traveller pitches and 1 plot for a traveller transit site by end of 2026/27 in accordance with delivery arrangements set out in Policy SA1	Net additional pitches for travellers delivered in accordance with timescales set out by the delivery arrangements of Policy SA1	2024/25
<p>Potential action depending on monitoring outcomes may include: Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHEA007);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Traveller Accommodation Assessment (2013).

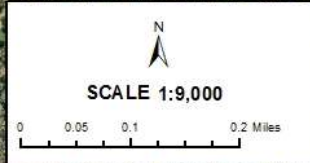
Proposal reference: GB3

Site address: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL





BROOKWOOD CEMETERY, CEMETERY PALES,
BROOKWOOD, GU24 0BL



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Policy GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL

Anticipated site yield	Anticipated timescale
Community Use	For the remainder of the plan period
Cemetery and ancillary facilities	

This 147.12 ha Green Belt site is allocated for use as a cemetery, crematorium and other forms of disposal; for conservation and enhancement of the historic assets of the site; and for creation of appropriate ancillary facilities including provision for visitors, a museum and display space to explain all matters related to death and for operational facilities such as secured storage.

Key Requirements

- i. Any development associated with the cemetery buildings or alteration to the use and layout of the wider site should preserve heritage assets and pay regard to their settings; contribute towards removing the site from the 'Heritage at Risk' register; and take full account of the Conservation Framework prepared for the site in partnership with Historic England;
- ii. Proposals should demonstrate how the development will preserve the openness of the Green Belt and not conflict with the purposes of including land within it;
- iii. A Masterplan will be required to guide the development of the site which, in addition to the matters identified in criteria (i) and (ii) above, will need to address:
 - a. The southern portion of the site's location within the Thames Basin Heaths Special Protection Area (SPA): consideration should therefore be given to potential impacts of development on the SPA, and site design should be informed by any identified mitigation measures;

- b. The site's location within a Biodiversity Opportunity Area and partly within an SNCI, and the potential of the site to contribute towards biodiversity enhancement and habitat creation: detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network;
- c. Accessibility via pedestrian links and enhancement of these routes;
- d. Incorporation of waste facilities to service the facilities and open space;
- e. How any external lighting is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution from glare or spillage to prevent impacts on biodiversity, in accordance with Policy DM7: *Noise and light pollution*;
- f. How any trees and tree belts of amenity and/or environmental significance on and adjacent to the site, including protected trees, will be retained and strengthened.

Reasoned Justification and Supporting Text:

1. The site will continue to be washed over by the Green Belt. As an existing cemetery the site has the necessary capacity to meet the Borough's needs over the Plan period and beyond.
2. The site is subject to numerous heritage, landscape, and ecological designations, and any works or development on the site will have to pay regard to these in accordance with the heritage and nature conservation policies of the development plan and the NPPF. Brookwood Cemetery is a Conservation Area and Grade I Listed Park and Garden, containing numerous nationally and locally listed buildings and structures. The site is also adjacent to Pirbright Conservation Area. Proposals for development would greatly benefit from early engagement with Historic England, Natural England, and Surrey Nature Partnerships given the site's status as a 'Heritage at Risk' asset; the presence of the Thames Basin Heaths SPA; and the site's location within both the Biodiversity Opportunity Area TBH04: Ash, Brookwood and Whitmoor Heaths, and an SCNI. Any works or development on the site should also pay regard to the Brookwood Cemetery Management Plan prepared by Surrey Wildlife Trust.
3. The groundwater in the Bagshot Beds Aquifer to the south west of the site may be shallow. Since burials should not be in groundwater, the proposals should be informed by a study of the maximum seasonal depth of groundwater to determine the extent of the site that would be suitable for burials.
4. In addition to the key requirements set out above, any development or redevelopment of the site would have to meet all other relevant requirements of the development plan, including DM13: *Buildings in and adjacent to the Green Belt*, unless material considerations indicate otherwise.

Delivery arrangements:

- The site is within single public ownership.

Monitoring	Key Core Strategy policy monitoring indicators: CS17 Open Space, Green Infrastructure, sport and recreation; CS20 Heritage and conservation
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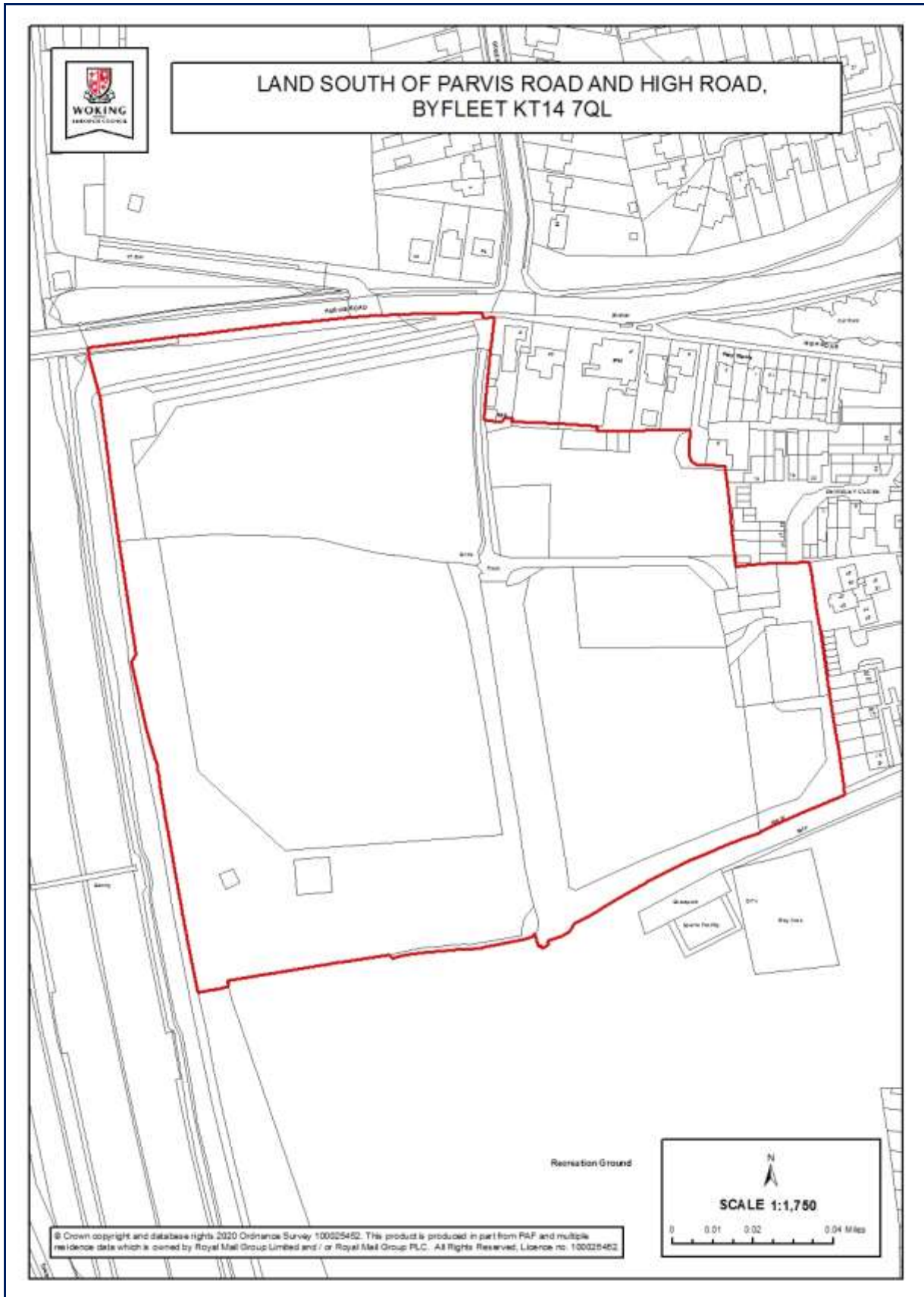
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB3: Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Through improvements managed by the Council Asset Management team; the development management process, and working in partnership with developers, land owners and key agencies such as Historic England, Natural England, Surrey Nature Partnerships and Surrey Wildlife Trust.	Cemetery and cremation facilities, visitor facilities (including a museum and display space) and conservation and enhancement of historic assets (Conservation Area, Grade I Listed Park and Garden and 'Heritage at Risk' asset) by end of 2026/27	Delivery of specific proposals in accordance with the Brookwood Cemetery Management Plan Conservation and enhancement of historic assets, including removal of the site's status as a 'Heritage at Risk' asset	2025/26
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

Key evidence base:

- Sustainability Appraisal;
- Habitat Regulation Assessment.

Proposal reference: GB4

Site address: Land south of Parvis Road and High Road, Byfleet, KT14 7QL







Policy GB4: (Safeguarded site) Land south of Parvis Road and High Road, Byfleet, KT14 7QL

This 5.83 ha site is safeguarded to meet the long term development needs of the Borough beyond 2027, in accordance with Policy SA1.

The site would only be released for development should an update to the Core Strategy indicate that further land outside of the urban area would be needed to meet its requirements. Key requirements for any development of the site would be set out as part of an updated Core Strategy and/or Site Allocations DPD.

Reasoned Justification and Supporting Text:

1. The site lies south of High Road and Parvis Road. The land is remnant countryside bordering the existing urban area of Byfleet and the M25. The Green Belt Boundary Review (GBBR) describes the site as highly suitable for removal from the Green Belt.
2. Should updates to the Core Strategy and/or Site Allocations DPD find the release of the land for development necessary, estimates of the capacity of the site would take into account both the site's good accessibility to local services in Byfleet Local Centre, and significant constraints to the west of the site – notably the substantial electricity infrastructure (pylons) and noise from the M25. Any potential to masterplan the site to maximise development and improve environmental quality would be considered, if necessary, as part of updates to the Core Strategy and/or Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 6 - WGB006a);
- Strategic Housing Land Availability Assessment (SHLAABWB010);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);

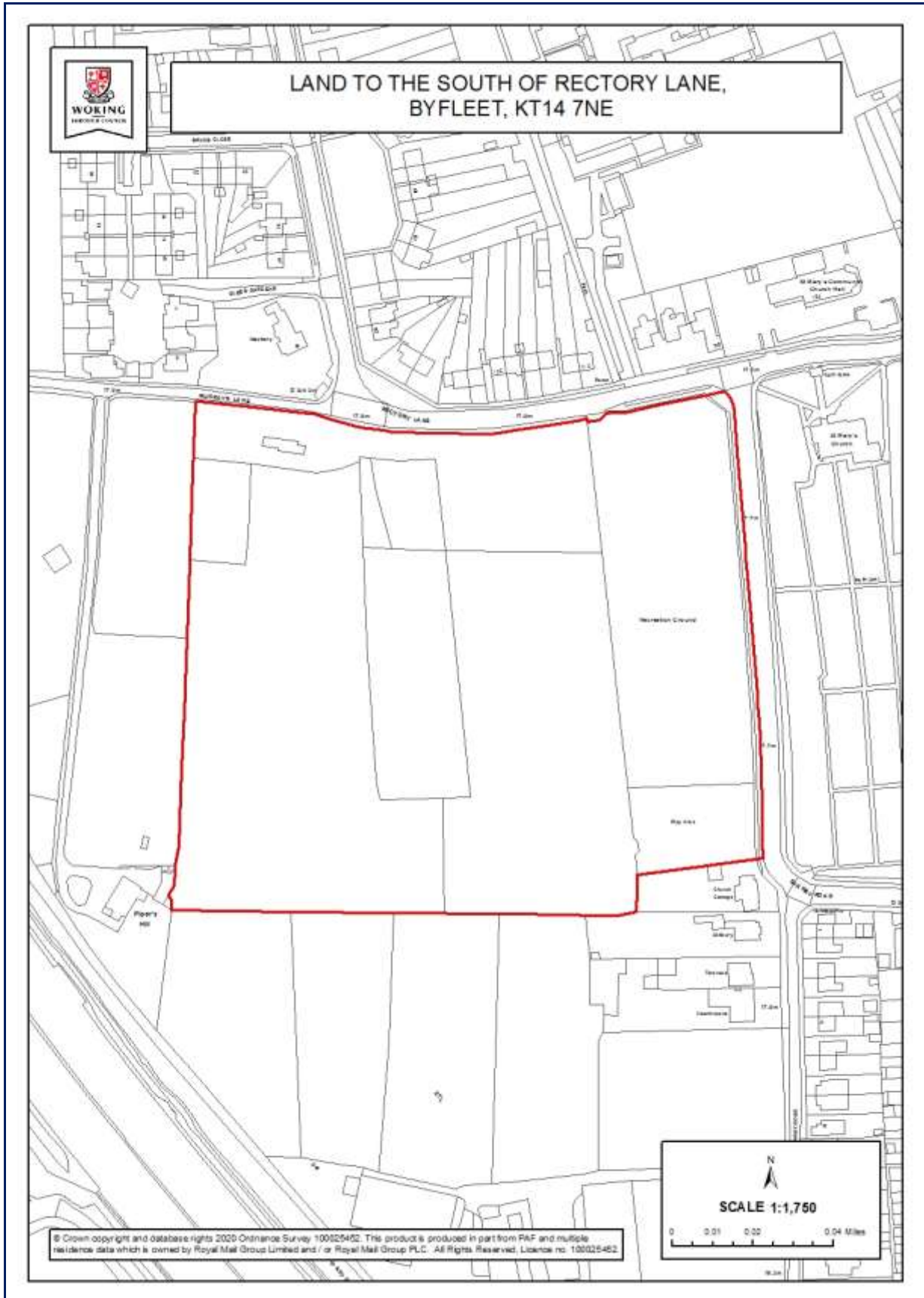
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Monitoring

Safeguarded sites will be monitored if they are brought forward in the next plan period, following updates to either the Core Strategy and/or the Site Allocations DPD.

Proposal reference: GB5

Site address: Land to the south of Rectory Lane, Byfleet, KT14 7NE

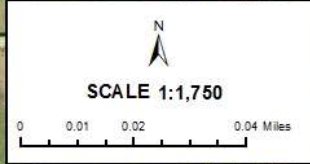




LAND TO THE SOUTH OF RECTORY LANE,
BYFLEET, KT14 7NE



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Policy GB5: (Safeguarded site) Land to the south of Rectory Lane, Byfleet, KT14 7NE

This 4.40 ha site is safeguarded to meet the long term development needs of the Borough beyond 2027, in accordance with Policy SA1.

The site would only be released for development should an update to the Core Strategy indicate that further land outside of the urban area would be needed to meet its requirements. Key requirements for any development of the site would be set out as part of an updated Core Strategy and/or Site Allocations DPD – but would need to avoid development of the element of the site in the ownership of the church, which is required to provide additional burial land.

Reasoned Justification and Supporting Text:

1. This site adjoins the existing urban area of Byfleet to the north, close to the line of the M25 and to the immediate south of Rectory Lane. Accessed via a bridleway, the site comprises a large flat paddock together with a recreation ground with trees and hedges on its boundaries, and includes an area of protected trees in the centre. The Green Belt Boundary Review (GBBR) describes the site as highly suitable for removal from the Green Belt.
2. Should an update to the Core Strategy and/or the Site Allocations DPD find the release of land for development necessary, estimates of its capacity would take into account both the portion of the site in the church's ownership set aside for burial land, and the site's good accessibility to local services in Byfleet Local Centre.

Key evidence base to justify safeguarding of the site:

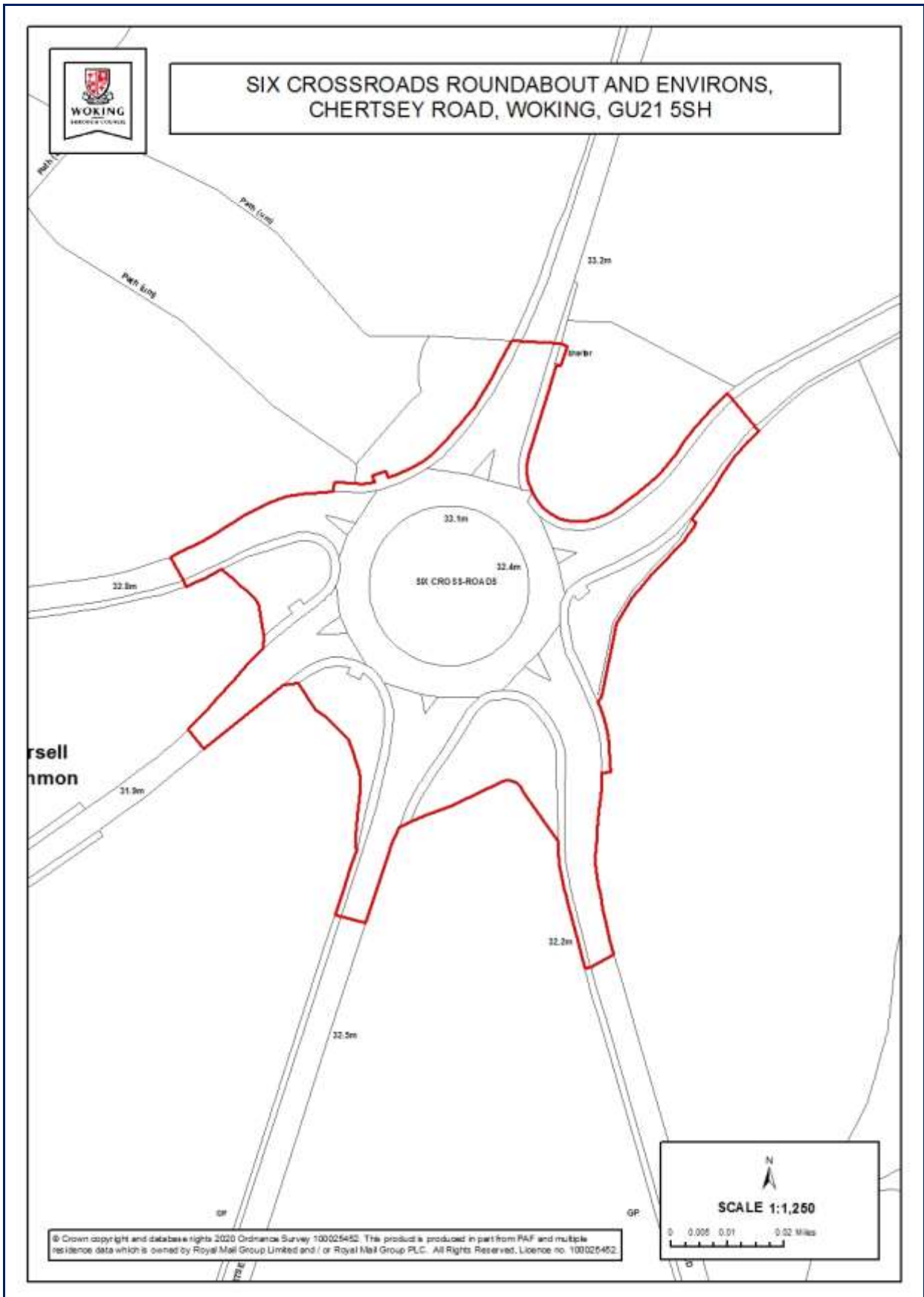
- Green Belt Boundary Review (Parcel 6 - WGB006b, WOK001);
- Strategic Housing Land Availability Assessment (SHLAABWB011);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Monitoring

Safeguarded sites will be monitored if they are brought forward in the next plan period, following updates to either the Core Strategy and/or the Site Allocations DPD.

Proposal reference: GB6

Site address: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH





SIX CROSSROADS ROUNDABOUT AND ENVIRONS,
CHERTSEY ROAD, WOKING, GU21 5SH



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Policy GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH

Anticipated site yield	Anticipated timescale
Infrastructure	Up to 2027
Junction upgrade and improvements to side roads	

This 1.14ha Green Belt site is allocated for essential infrastructure, including a proposed junction upgrade and improvements to side roads at the Six Crossroads roundabout.

Key requirements

Development of the site will be required to:

- i. Provide a site specific Habitats Regulation Assessment, given the site's proximity to the Special Protection Area;
- ii. Be supported by landscape and ecological surveys in order to:
 - a. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including the adjacent Site of Special Scientific Interest (SSSI), Site of Nature Conservation Importance (SNCI) and the wider Biodiversity Opportunity Area (BOA) within which the site is located;
 - b. Identify opportunities to achieve BOA objectives including restoration and creation of Heathland and Acid Grassland in liaison with Surrey Nature Partnership;
- iii. Incorporate relevant sustainable construction standards at the time of the planning application including the sustainable use and re-use of resources and reduction and recycling of waste in accordance with Policy CS22: *Sustainable construction*; the National Planning Policy for Waste and taking into account the Climate Change SPD;
- iv. Preserve the openness of the Green Belt and not conflict with the purposes of including land within it.

Reasoned Justification and Supporting Text:

1. The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy (2014) & Forward Programme (2018) (LTS) identifies the Six Crossroads roundabout as a key junction, both in the immediate area and the wider Woking transport network. It is located to the north of Woking on the A320 and A245 corridors and is the point where the A245, A320 and Monument Road converge.
2. The A320 Corridor Study: Feasibility Study Final Report (April 2018) identifies that during the PM peak of the 2017 base year, the A320 North and South approach, the Monument Road approach and the A245 West approach were operating over theoretical capacity. The study identifies measures of mitigation to address and/or mitigate the existing situation and potential impacts arising from planned future development.
3. The Six Crossroads roundabout is also a major severance point for cyclists travelling between Ottershaw and Woking. The LTS proposes construction of toucan crossings across Shores Road and Woodham Road to link the existing shared use routes either side of the roundabout.

4. The site lies adjacent to the Thames Basin Heaths SPA. The Site Allocations DPD Habitats Regulations Assessment (HRA) Report identifies potential for disturbance and reduced air quality as a result of the construction process associated with development of the site. It recommends that a site-specific HRA is undertaken for any development at this site. Natural England will be engaged to agree a project timetable that will allow the effective and efficient delivery of the scheme whilst protecting the integrity of the SPA.
5. Proposals for development would greatly benefit from early engagement with Surrey Nature Partnerships given the site's location within and adjacent to important designated sites for biodiversity and nature conservation.
6. The site will continue to be washed over by the Green Belt. In addition to the key requirements set out above any redevelopment of this site for essential infrastructure would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The indicative start date for this project is 2019;
- This project is listed as one to be funded through the Community Infrastructure Levy;
- Some third party land may be required to achieve this infrastructure development.

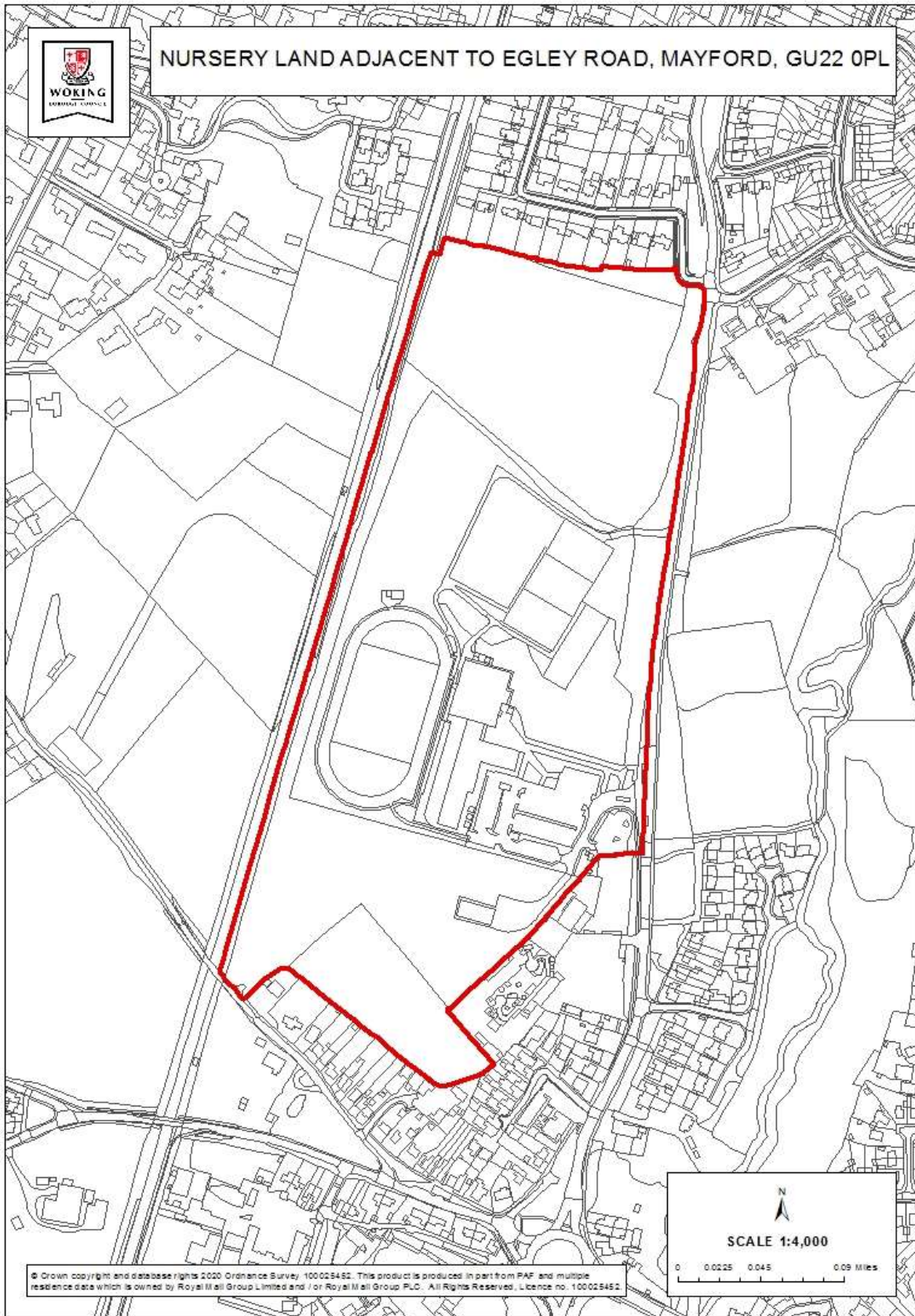
Monitoring	Key Core Strategy policy monitoring indicators: CS18 Transport and accessibility			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB6: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Through development management process and working in partnership with developers, land owners, Surrey County Council Highways Authority and Natural England	Transport infrastructure: junction upgrade and improvements to side roads by end of 2026/27	Transport infrastructure improvement completed Average journey time per mile during morning peak on major routes in the Borough	2025/26
Potential action depending on monitoring outcomes may include: Review of transport assessment; Compulsory Purchase; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Woking Borough Community Infrastructure Levy Regulation 123 list (2014);
- Local Transport Plan (LTP)3 Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Design SPD;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- A320 Corridor Study: Feasibility Study Final Report (2018);
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

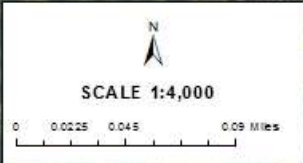
Proposal reference: GB7

Site address: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL





NURSERY LAND ADJACENT TO EGLEY ROAD, MAYFORD, GU22 0PL



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Policy GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL

Anticipated site yield		Anticipated timescale
Residential	Recreational/open space	2022-2027
118		

This 18.65 ha site is excluded from the Green Belt and allocated for a mixed use development to include residential including Affordable Housing and recreational/open space between 2022 and 2027, in accordance with Policy SA1.

Part of the land has already been developed for the school, which opened in September 2018. However, the design, layout and landscaping of the residential development of the rest of the site will be required to take into account the desirability of maintaining a sense of visual separation between Mayford and the rest of the urban area: the extent to which this is achieved will be assessed through the development management process.

Key Requirements

Development of the site will also be required to:

- i. Contribute to the provision of essential transport infrastructure necessary to mitigate the impacts of the development of the site, which will be informed by a Transport Assessment at the development management stage. In particular, the Transport Assessment should consider:
 - a. Effective access arrangements to the A320 that are safe and suitable for all users;
 - b. Provision of pedestrian and cycle facilities and measures to improve linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield (potentially via a pedestrian crossing on Egley Road); south of the site to Mayford Neighbourhood Centre, and to new and existing recreation space beyond;
 - c. Strengthening connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream and Egley Road;

- d. Appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
- e. The potential for development to share access arrangements with any later development on the adjoining Proposal Site GB8;
- ii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scale and densities that maximise the use of the site whilst reflecting the grain of nearby development in a way that is sympathetic to local character;
- iii. In no way prejudice any future development of the safeguarded site to the south (GB8);
- iv. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- v. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- vi. Consider potential wastewater network capacity constraints in the area and the impact of development on the wastewater network. A detailed drainage strategy may be necessary as upgrades to the existing drainage infrastructure are likely to be required;
- vii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁴³;
- viii. Be supported by a Noise Impact Assessment which takes into account the proximity of the site to the road and the railway line and informs any mitigation measures necessary to protect the residential amenity of future occupants;
- ix. Be supported by an Air Quality Assessment to determine the potential impact of development on European protected sites through deteriorating air quality, taking account of in-combination effects;
- x. Consider current or historical contaminative uses of the site, taking into account the function of part of the site as a former nursery, and make provision for appropriate investigation and any necessary remediation;
- xi. Be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation* of the Core Strategy, taking full account of the Area of High Archaeological Potential situated in the north of the site;
- xii. Consider the opportunity for playing field facilities to be shared by the Egley Road School and the local community through a Community Use Agreement;
- xiii. Be supported by landscape, ecological and tree surveys in order to:
 - a. Retain, and where possible strengthen, any trees and groups of trees of amenity and/or environmental value on the site – including protected trees and the wooded area to the south of the site which is covered by an area TPO;
 - b. Identify and preserve the integrity of environmentally sensitive sites and valuable landscape features, including the 'Escarpment and Rising Ground of Landscape

⁴³ The guidance note can be accessed at www.woking2027.info/supplementary/sudsadvice

Importance' on adjacent land;

- c. Inform a design and layout that sensitively handles site topography and incorporates new or improved open space for leisure and recreation, green infrastructure and appropriate landscaping which:
 - i. Maintains the sense of visual separation between Mayford and the rest of the urban area, including through a wide landscape frontage along Egley Road and any other measures necessary to achieve this;
 - ii. Effectively buffers the development from Egley Road, the railway lines, and from existing residential areas to the north and south of the site;
- d. Contribute to the protection, enhancement and management of local biodiversity and nature conservation, including that of the Biodiversity Opportunity Area and the adjacent Site of Nature Conservation Importance. Design solutions should retain, enhance and create features of nature conservation value within the site and wildlife corridors connecting them with each other and to the wider green infrastructure network;
- xiv. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21: *Design*;
- xv. Incorporate relevant sustainable construction standards at the time of the planning application, including considering the integration of low or zero carbon district heating in the development, in accordance with Policy CS22: *Sustainable construction*, and taking into account the Climate Change SPD;
- xvi. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*.

Reasoned Justification and Supporting Text:

1. This Green Belt site lies on the main southern route into Woking (the A320), adjoining the existing boundary of the urban area to the north, and the London-Portsmouth main railway line to the west. Part of the site includes a redundant building and former nursery land. It has excellent accessibility to local services, both in the Town Centre and the nearby Mayford Neighbourhood Centre. The Green Belt Boundary Review (GBBR) recommends exclusion of this site from the Green Belt to deliver new homes, a secondary school and associated infrastructure. The site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring the new Green Belt boundary is strong and defensible.
2. It is anticipated that the site could yield of 118 dwellings. This residential element of the proposal is expected to be implemented between 2022 and 2027. The secondary school and the athletics track facility has now been implemented and opened in September 2018.
3. The site is on land which rises four to five metres between the east and west boundaries, which occupies an important green gap between Woking and Mayford. The integrity of both the 'Escarpment and Rising Ground of Landscape Importance' and the sense of separation between the two settlements should be retained whilst accommodating development to assist in meeting identified needs. The site is adjacent to a Site of Nature Conservation Importance, and slightly overlaps with Biodiversity Opportunity Area R04: River Wey and Tributaries. Any development works on site should have regard to these designations.

4. Proposals for development would greatly benefit from early engagement with a number of consultees, including:
 - a. Surrey County Council regarding requirements for archaeological investigation, and as Highways Authority for the area, regarding safe and suitable access arrangements;
 - b. The statutory water and sewerage undertaker to determine the impact of development on the wastewater network and whether a detailed drainage strategy should be submitted with a planning application, as early assessment has identified potential wastewater network capacity constraints in the wider area;
 - c. The Council’s Arboricultural Officer regarding the protection and conservation of trees and tree belts, including the wooded area to the south of the site which is covered by an area TPO;
 - d. The Council’s Environmental Health Team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.

5. In conducting an Air Quality Assessment, proposals should take into account Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:
<http://publications.naturalengland.org.uk/publication/4720542048845824>

6. Development proposals would need to accord with the heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to the adjacent Grade II Listed Building (Sunhill House, Hook Hill Lane) and the adjacent locally listed buildings (Bird in Hand Public House, Egley Road; Chinthurst and Bush Cottage, Mayford Green; and Mayford Lodge, Mayford Green). The site also contains an Area of High Archaeological Potential.

7. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. In addition to the key requirements set out above any redevelopment of the site would have to meet all other relevant requirements of the development plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The land is in single ownership, there are no known legal or ownership problems associated with the site;
- Developer-led.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing, CS17 Open space, green infrastructure, sport and recreation.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision

GB7: Nursery Land adjacent to Egley Road, Mayford, GU22 0PL	Through development management process and working in partnership with developers and land owners	118 net additional dwellings and recreational/open space by end of 2024/25	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Amount of open space gained (hectares)	2025/26
<p>Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.</p>				

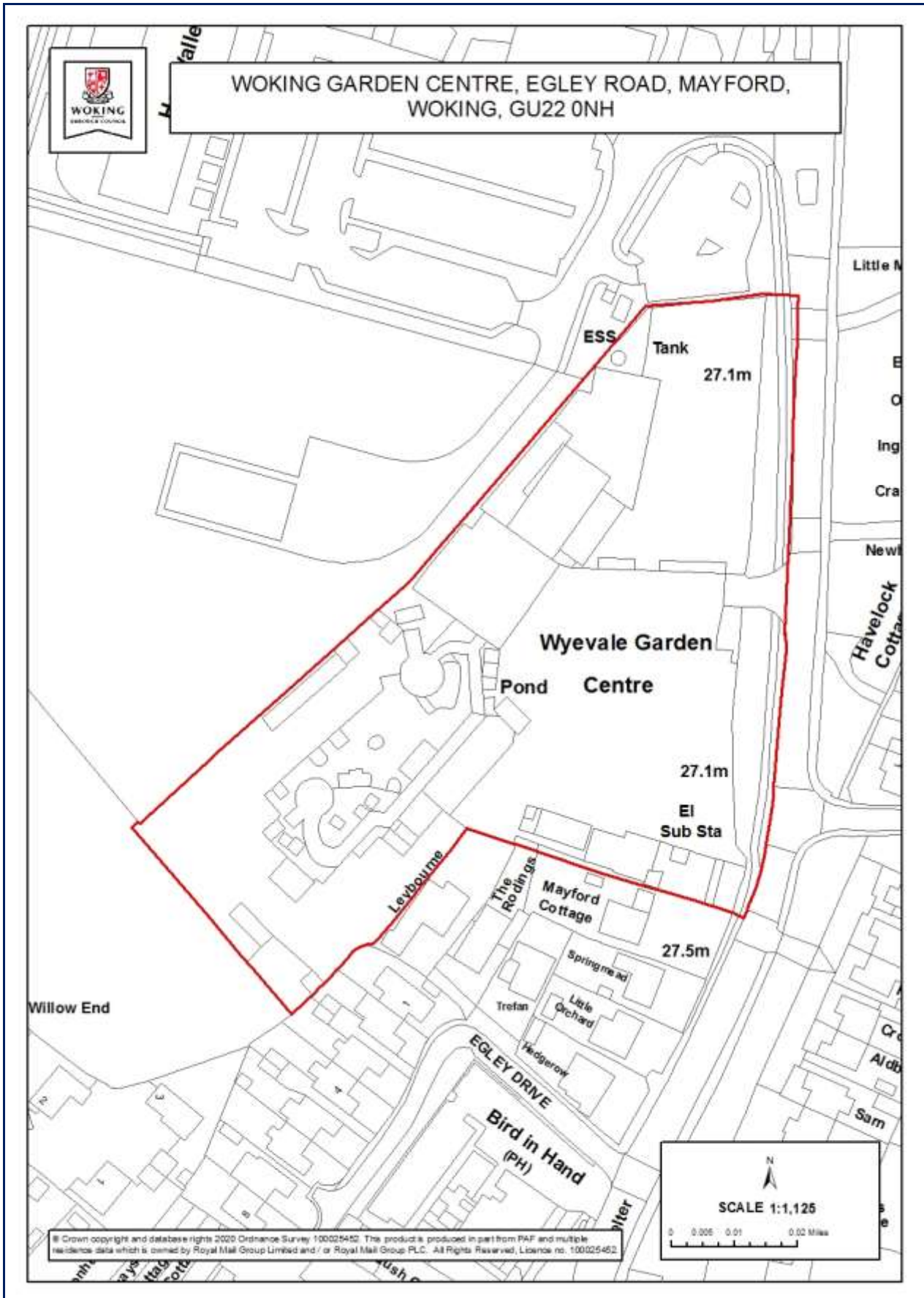
Key evidence base:

- Green Belt Boundary Review (Parcel 20 - WGB020a);
- Letter from Surrey County Council Schools Commissioning Officer (North West), 6 October 2014, regarding secondary school provision in Woking Borough;
- Strategic Housing Land Availability Assessment (SHLAAHEA013);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Planning permission PLAN/2015/0703.

(This site has previously been referred to as Jackman's Nursery, and the Showground)

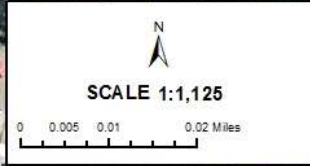
Proposal reference: GB8

Site address: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH





WOKING GARDEN CENTRE, EGLEY ROAD, MAYFORD,
WOKING, GU22 0NH



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Policy GB8: (Safeguarded site) Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH

This 1.62 ha site is safeguarded to meet the long term development needs of the Borough beyond 2027, in accordance with Policy SA1.

The site would only be released for development should an update to the Core Strategy indicate that further land outside of the urban area would be needed to meet its requirements. Key requirements for any development of the site would be set out as part of an updated Core Strategy and/or the Site Allocations DPD.

Reasoned Justification and Supporting Text:

1. This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of Mayford Village Settlement Area. The Green Belt Boundary Review (GBBR) describes the site as suitable for removal from the Green Belt. The site would only be released for development should any future update to the Core Strategy and/or Site Allocations DPD find this to be necessary. Accordingly, the potential mix of uses on the site, and its capacity to accommodate development are matters relevant to future plan updates.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 20 - WGB020a);
- Strategic Housing Land Availability Assessment (SHLAAHEA024);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;

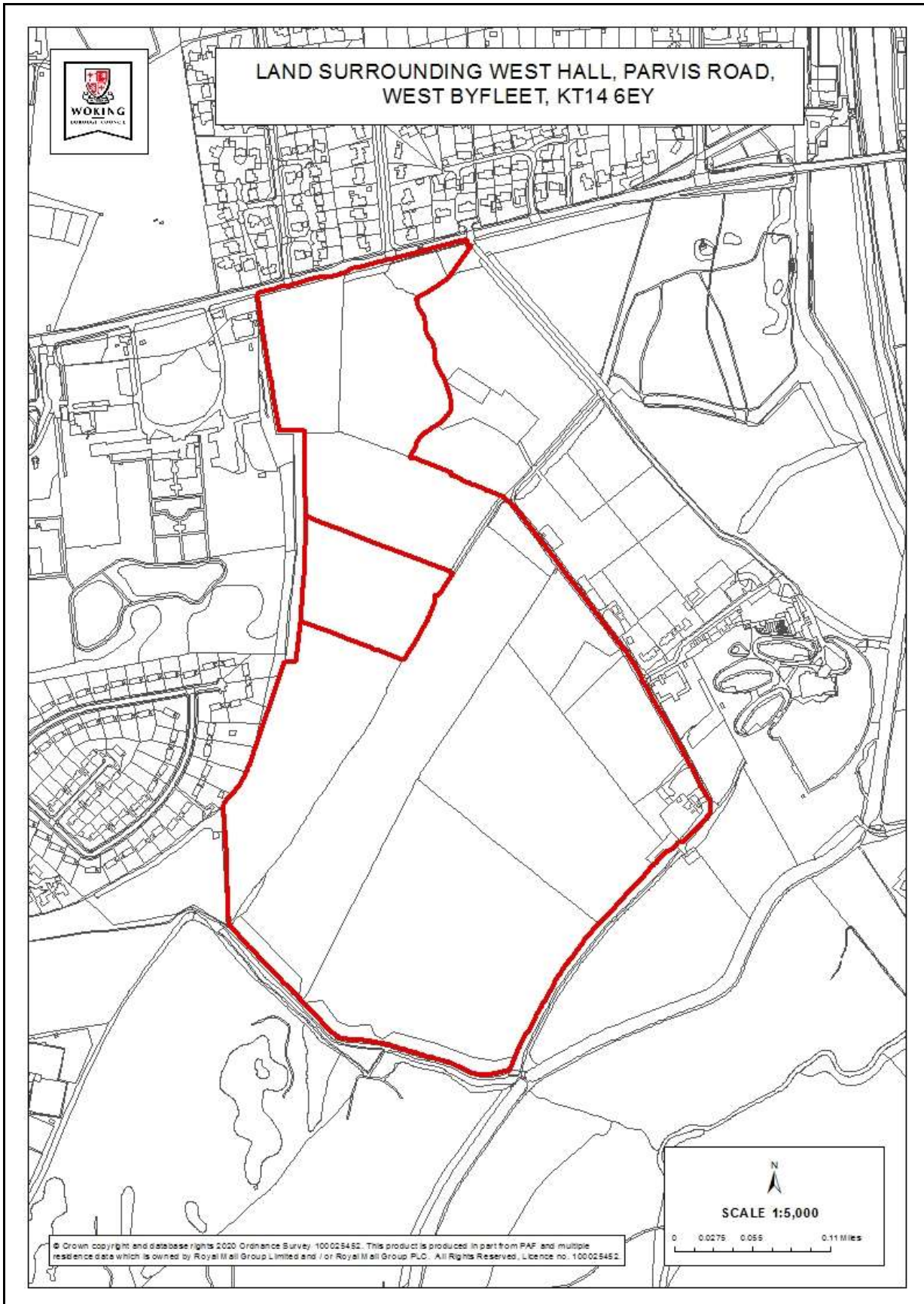
- Thames Basin Heaths Special Protection Area Avoidance Strategy.

Monitoring

Safeguarded sites will be monitored if they are brought forward in the next plan period, following the review of either the Core Strategy and/or the Site Allocations DPD.

Proposal reference: GB9 and GB9A

Site address: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

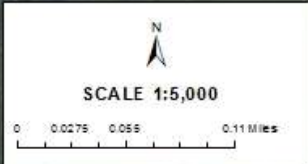




LAND SURROUNDING WEST HALL, PARVIS ROAD,
WEST BYFLEET, KT14 6EY



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Policy GB9 and GB9A: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

Anticipated site yield	Anticipated timescale
<u>Residential</u> 555	2022-2027
GB9A: 15 Traveller pitches	2022-2027 (in accordance with Policy SA1)

All land previously designated as Green Belt that falls within this 29.33 ha site is excluded from the Green Belt. The site is allocated for residential development including Affordable Housing between 2022 and 2027 in accordance with Policy SA1. The area marked GB9A and illustrated on the Proposals Map is allocated for the delivery of 15 Traveller pitches up to 2027. The release of GB9A for development will be informed by the delivery arrangements set out in Policy SA1.

There is estimated to be approximately 14.8ha of net developable area for residential development, including 1.72ha for Traveller’s accommodation, approximately 4.7ha of net developable area for public open space and new green infrastructure to be integrated into the site; and approximately 9.6ha and traditional orchard to be retained.

Key Requirements

Development of the site will be required to:

- i. Incorporate significant elements of green infrastructure, and be supported by a statement in accordance with Policy DM1: *Green infrastructure opportunities*, detailing how the criteria for new and enhanced green infrastructure assets have been addressed. Consideration should also be given to the potential for Green Belt land to the east of the site, which is within the same ownership, to provide additional green infrastructure for the development which would act as a buffer to the Wey Navigation corridor;

- ii. Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scales and densities that maximise the use of the site whilst reflecting the development grain of nearby developments in a way that is sympathetic to the prevailing local character;
- iii. Contribute to the provision of essential transport infrastructure necessary to mitigate the impacts of the development of the site, which will be informed by a Transport Assessment at the development management stage. In particular, the Transport Assessment should consider:
 - a. the need for significant infrastructure measures to provide vehicular access to and from the development with Parvis Road (the A245) – this is likely to include primary access from Parvis Road via a new roundabout at the junction with Blackwood Close, subsequently through Green Belt land, and secondary access from the drive to West Hall for emergency purposes. The care home and existing West Hall properties would continue to be accessed via this unnamed road;
 - b. improving accessibility to the adjacent Broadoaks site (GB10), including links to provide pedestrians and cyclists with a more direct route, through Broadoaks, into West Byfleet District Centre and the services and facilities therein;
 - c. improving accessibility to, from and through the site by connecting to the surrounding strategic pedestrian and cycle network, including Dodds Lane bridleway adjacent to the southern boundary of the site (carrying out improvements to the existing bridleway if necessary);
 - d. appropriate and adequate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD; the site's accessible location, and the need to avoid adverse highway safety effects;
 - e. improving sustainable transport infrastructure, including pedestrian and cycle links, and bus services to West Byfleet District Centre and surrounding open spaces for recreation, including provision of, and direct access to, bus stops;
- iv. Be supported by a Travel Plan to minimise the car use of prospective occupants;
- v. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- vi. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- vii. Preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*; CS24: *Woking's landscape and townscape* and DM20: *Heritage assets and their settings*;
- viii. Be supported by landscape, ecological and tree surveys in order to:
 - a. retain, and strengthen where possible, large areas of woodland, traditional orchard, and parkland setting;
 - b. retain, and strengthen where possible, protected trees and any other trees of amenity value on the site, and avoid harm to trees over the site boundary;
 - c. inform a design and layout that incorporates new or improved open space for leisure and recreation, green infrastructure and appropriate landscaping to minimise the impact of development on landscape character, taking into account the landscape's

particular sensitivity to change at this site – a strong landscape edge should be created, in particular along the southern section of the site adjacent to the Wey Navigation;

- d. contribute to the protection, enhancement and management of local biodiversity and nature conservation, including priority habitats within and adjacent to the site, and the adjacent Biodiversity Opportunity Area (BOA) – detailed design should take opportunities to achieve BOA objectives, and to improve connectivity of habitats within the site and to the surrounding Green Infrastructure network, including the Wey Navigation wildlife corridor;
- ix. Be supported by a Noise Impact Assessment which takes into account the proximity of the site to the M25 and Parvis Road, which takes into account the proximity of the site to the M25 and Parvis Road, and informs any mitigation measures necessary to protect residential amenity;
- x. Consider current or historical contaminative uses of the site, taking into account the site's former use as Ministry of Defence land and make provision for appropriate investigation and any necessary remediation, bearing in mind the site's location in a high risk groundwater vulnerability zone and principal aquifer;
- xi. Be supported by a Flood Risk Assessment in accordance with Policy CS9: *Flooding and water management* as the site is adjacent to Flood Zones 2 and 3. This should be informed by early engagement with the Environment Agency and take into account the most up-to-date climate change projections;
- xii. Have a design that mitigates impacts on surface water flooding and incorporates Sustainable Drainage Systems in accordance with Policy CS9: *Flooding and water management* and taking into account the Council's guidance supporting the provision of a Surface Water Drainage Statement⁴⁴;
- xiii. Apply a sequential approach to the layout of development on the site to safely manage the residual risks of flooding and inform the siting of sustainable drainage systems and open space, ensuring that the most vulnerable development is located in areas of lowest flood risk;
- xiv. Be supported by a wastewater drainage strategy, unless otherwise agreed with the local planning authority. The strategy should:
 - a. consider potential wastewater network capacity constraints in the area;
 - b. assess the impact of the site's development on the wastewater network; and
 - c. inform any necessary upgrades to the existing drainage infrastructure;
- xv. Contribute to the provision of essential education infrastructure necessary to mitigate identified impacts of the development of the site, informed by an up-to-date assessment of the education needs arising from the development;
- xvi. Be supported by an archaeological assessment in accordance with Core Strategy Policy CS20: *Heritage and conservation*;
- xvii. Incorporate relevant sustainable construction standards at the time of any planning application in accordance with Policy CS22: *Sustainable construction* and taking into

⁴⁴ The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

account the Climate Change SPD;

- xviii. Be supported by a Minerals Assessment based on borehole investigations to inform any measures necessary to prevent sterilisation of resources, as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site;
- xix. Incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
- xx. Be supported by a detailed Air Quality Assessment to determine potential impacts of development on European protected sites through deteriorating air quality, taking account of in-combination effects.

Development at site GB9A will be required to meet the following additional requirements:

- xxi. Incorporate a design and layout of Traveller pitches that integrates effectively with the bricks and mortar dwellings on the rest of the site, including screening and landscaping as appropriate and in line with the design criteria set out in Policy SA1;
- xxii. Provide Traveller pitches which meet the design criteria set out in Policy SA1.

Reasoned Justification and Supporting Text:

1. This Green Belt site is very sustainably located, adjacent to the existing urban, residential area of West Byfleet. It adjoins allocated site GB10 to the west, which is also proposed for release from the Green Belt; and the West Hall Estate within the Green Belt to the east, comprising offices, a nursery, dwellings, a care home and grazing land. Whilst this land is particularly sensitive in landscape terms, it is considered to have high potential to deliver sustainable development. The Green Belt Boundary Review (GBBR) recommends exclusion of this site from the Green Belt to meet future housing need; however development will need to be sensitively designed to preserve as much of the landscape setting as possible and to create a strong landscape edge to the settlement (particularly to the southwest and southeast) to reinforce new Green Belt boundaries.
2. The remaining wedge of Green Belt land between the allocation site and the M25 to the east would serve to maintain effective separation between the settlements of West Byfleet and Byfleet, and would also protect valued features such as the ancient woodland of Old Wood, locally listed West Hall and its setting, biodiversity features and land for flood risk management.
3. In accordance with the NPPF, the site selection process ruled out any areas containing the best and most versatile agricultural land, prioritising those sites of poorer quality. The Green Belt Boundary Review identified this area as Grade 3 Agricultural Land, and further survey work has demonstrated the majority of the site is Grade 3b (moderate quality). Due to the limited options in Woking Borough for sustainable urban extensions, the site was therefore selected for further consideration.
4. It is anticipated that the site could yield 555 dwellings and 15 Traveller pitches.
5. Proposals for development would greatly benefit from early engagement with a number of consultees, including but not limited to:

- a. The Minerals Planning Authority: The entire site is within a Mineral Safeguarding Area for concreting aggregate. Previous assessments undertaken at the site indicate that working of the mineral deposits would be uneconomic due to the limited scale of the resource and associated geological challenges. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. Policy MC6 of the Surrey Minerals Plan states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The MPA therefore would require an accurate assessment of reserves based on borehole investigations. If reserves are confirmed the MPA would need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by future residential development. Consequently, early engagement with the MPA would greatly assist in the delivery of the allocation.
 - b. The statutory water and sewerage undertaker as early assessment has identified potential wastewater network capacity constraints in the wider area. Early consultation would help to determine whether a wastewater drainage strategy would be required to inform the development of the site, and the level of detailed to be included if this should be the case.
 - c. Natural England to take account of their approach on the assessment of road traffic emissions under Habitats Regulations (or any other future update of their guidance). The guidance notes can be accessed at:

<http://publications.naturalengland.org.uk/publication/4720542048845824>
 - d. The Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. The Environment Agency's latest guidance on climate change should also be taken into account when conducting Flood Risk Assessments for the site.
 - e. Surrey Nature Partnership to ensure conservation interests are safeguarded, including consideration of the Biodiversity Opportunity Area.
6. Part of the site contains Deciduous Woodland and Traditional Orchard Priority Habitats, and the site is adjacent to Wood Pasture and Parkland Priority Habitats and a Biodiversity Opportunity Area. Any works or development on the site should have regard to these designations.
 7. Development proposals would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the adjacent Wey and Godalming Navigations Conservation Area; the adjacent Grade II Listed Buildings (Broadoaks (Main Building), Parvis Road and Front Range of Broadoaks Motor House, Parvis Road) and the adjacent locally listed buildings (West Hall Care Home Manor House, Parvis Road, and 17 (Lodge), Parvis Road).
 8. The development will be liable to pay the Community Infrastructure Levy. Moreover, where justified, site specific matters may need to be subject to planning obligations. It is anticipated that developer contributions will be required to implement site-specific transport mitigation schemes and to assess education infrastructure needs, in accordance with

GB9 and GB9A

policies CS16: *Infrastructure*, and CS18: *Transport and accessibility*. In addition to the key requirements set out above, any redevelopment of the site would have to meet all other relevant requirements of the Development Plan, unless material considerations indicate otherwise.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;
- The Council will take control of the land designated as GB9A through a long lease in perpetuity for the use of the land for the purposes of a Traveller site and operate it as a publicly owned and managed Traveller site;
- Phasing may be required.

Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB9: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Through development management process and working in partnership with developers and land owners	555 net additional dwellings by end of 2026/27	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

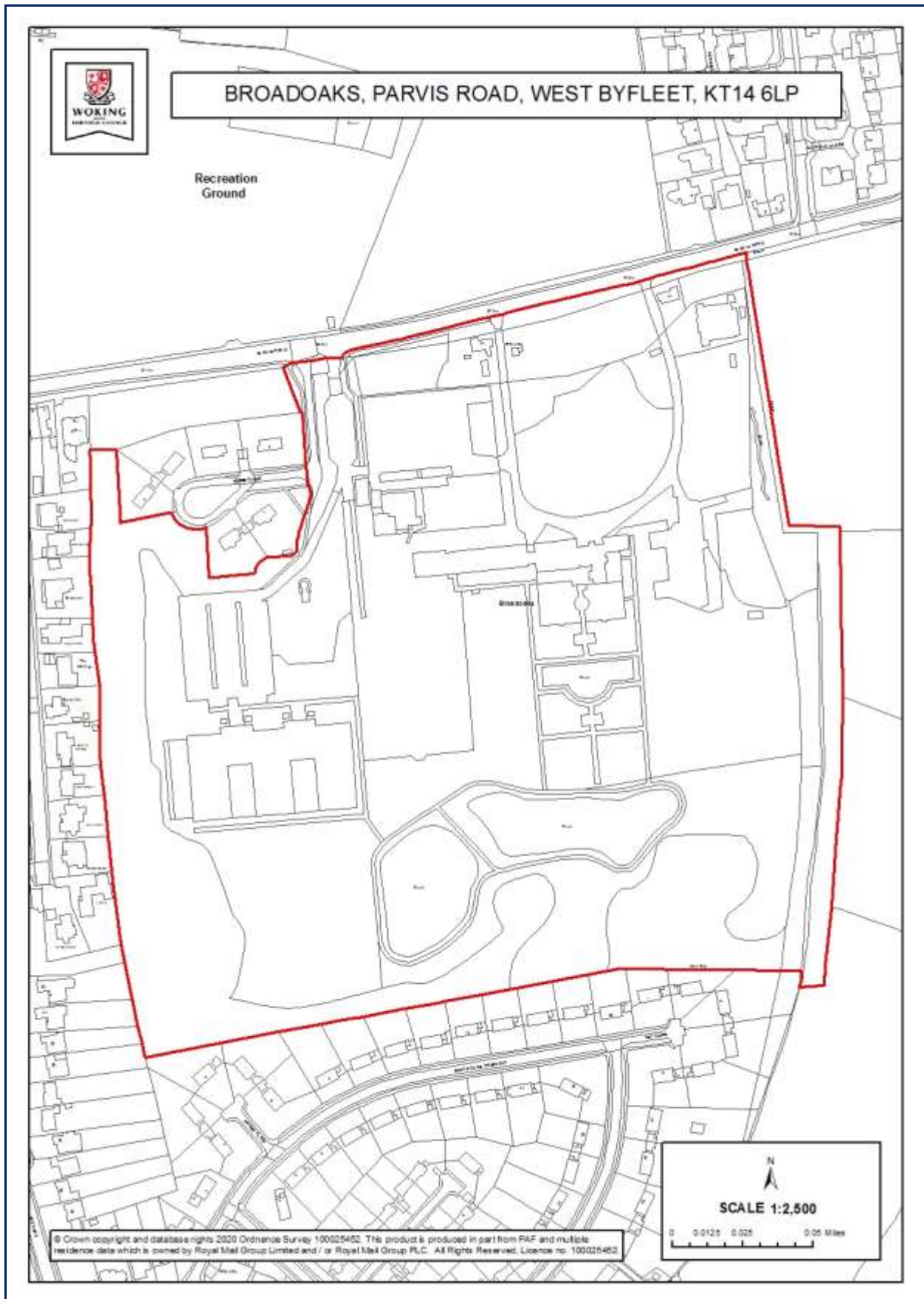
Monitoring	Key Core Strategy policy monitoring indicators: CS14 Gypsy, Traveller and Travelling Showpeople.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB9a: Traveller site at land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Through development management process and working in partnership with developers, the Travellers community and land owners	15 traveller pitches by end of 2026/27 in accordance with delivery arrangements set out in Policy SA1	Net additional pitches for travellers delivered in accordance with timescales set out by the delivery arrangements of Policy SA1	2025/26
Potential action depending on monitoring outcomes may include: Review of assessment of Gypsy, Travellers and Showpeople's accommodation; Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Green Belt boundary review (Parcel 4, WGB004a);
- Strategic Housing Land Availability Assessment (SHLAABWB030);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Sustainability appraisal;
- Habitat Regulations Assessment.

Proposal reference: GB10

Site address: Broadoaks, Parvis Road, West Byfleet, KT14 6LP





Policy GB10: Broadoaks, Parvis Road, West Byfleet, KT14 6LP

Anticipated site yield		Anticipated timescale
Residential	Office and Research	2020-2023
268		

This 14.7 ha site is excluded from the Green Belt and is allocated as a mixed use development to include quality offices and research premises, residential including Affordable Housing. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings types. If a case can be justified, the development of the site can come forward at any time within the Plan period and in accordance with Policy SA1.

Key Requirements

Development of the site will be required to:

- i. Contribute towards Strategic Access Management and Monitoring to mitigate the impacts of residential development on the Thames Basin Heaths Special Protection Area;
- ii. Contribute towards Affordable Housing provision in accordance with Policy CS12: *Affordable Housing* of the Core Strategy;
- iii. Be of a high design quality and visually attractive as a result of good architecture, incorporating building elevations that respect the surroundings and with a strong landscape edge to the development; with development footprints, scales and densities that maximise the use of the site whilst reflecting the grain of nearby development, in a way that is sympathetic to the prevailing local character;
- iv. Contribute to the provision of essential transport infrastructure necessary to mitigate the impacts of the development of this site, which will be informed by a Transport Assessment. In particular, the Transport Assessment should consider:
 - a. a likely requirement for a significant junction at the vehicular site access on the A245, with a potential need for further off-site highway improvements;
 - b. appropriate provision for car, cycle parking and servicing within the site taking into account the guidance of the Parking Standards SPD, the site's accessible location and the need to avoid adverse highway safety effects;
 - c. the need to improve infrastructure for pedestrians and cyclists on the A245, which is currently absent on the road's south side, and the need to provide new/improved pedestrian/cyclist north-south crossing facilities over the A245 to enable access to the existing pedestrian/cyclist facilities;
 - d. a need to locate bus stops close to the A245 site frontage and the site layout / design should provide as direct as possible a route from the development to those stops;
- v. Biodiversity improvements – the design solution should build in wildlife features/corridors;
- vi. Provide a site-specific Flood Risk Assessment in accordance with Core Strategy Policy CS9: *Flooding and water management* to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation; and will not lead to an

- increase in excess of the greenfield runoff rate. This should take into account the most up to date climate change projections;
- vii. Have a design that mitigates impacts on surface water flooding and incorporates sustainable drainage systems in accordance with both Core Strategy Policy CS9: *Flooding and water management*, and taking into account the guidance in the Supplementary Advice Note supporting the provision of a Surface Water Drainage Statement⁴⁵;
 - viii. Be supported by a wastewater drainage strategy, unless otherwise agreed with the local planning authority. The strategy should:
 - a. consider potential wastewater network capacity constraints in the area;
 - b. assess the impact of the site's development on the wastewater network; and
 - c. inform any necessary upgrades to existing drainage infrastructure;
 - ix. Incorporate relevant sustainable construction standards at the time of the planning application, including the achievement of BREEAM 'Very Good' Standards for any non-residential buildings of 1,000SqM or more in accordance with Policy CS22: *Sustainable construction*, and taking into account the Climate Change SPD;
 - x. Incorporate buildings designed to be adaptable or capable of being adapted to allow scope for changes to be made to meet the needs of occupiers – the residential element of the scheme should incorporate 'Optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practicable and viable in accordance with Policy CS21: *Design*;
 - xi. Be supported by a Noise Impact Assessment, which takes into account the proximity of the site to the M25 and Parvis Road, and informs any mitigation measures necessary to ensure no adverse impact on the residential amenity of future occupants, and also protect off-site residential amenity;
 - xii. Retain protected trees and tree belts and strengthen with planting to enhance the site's landscape character, and conserve established tree belts and woodland habitat to the east;
 - xiii. Include significant elements of new/improved green infrastructure, including biodiversity improvements such as wildlife features/corridors and improve connections to the wider GI network, while having regard to the landscape's particular sensitivity to change;
 - xiv. Consider any current or historical contaminative uses of the site, including any which may have led to soil and groundwater contamination, and make provision for appropriate investigation and any necessary remediation, bearing in mind the site's location in a high risk groundwater vulnerability zone and principal aquifer;
 - xv. Preserve and sensitively re-use/restore heritage assets and pay regard to and enhance their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*, including by avoiding development on the site frontage;
 - xvi. Be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation*;
 - xvii. Take the amenity of the residential area to the west into account in the lighting design;
 - xviii. Be supported by a detailed Air Quality Assessment to determine the potential impact of

⁴⁵ The guidance note can be accessed at: www.woking2027.info/supplementary/sudsadvice

development on European protected sites through deteriorating air quality, taking account of in-combination effects.

Reasoned Justification and Supporting Text:

1. Retention of this site for quality office and/or research premises has been important to the economic strategy of the Core Strategy as no other similar sites are available within the Borough.
2. There is extensive planning history associated with this site. Most recently, in February 2019, planning permission was granted for 177 C3 dwellings, 155 C2 residential units and 900m² of office floorspace (PLAN/2018/0359). Works to implement this permission have begun.
3. Completion of the Broadoaks scheme will assist in improving the profile of the West Byfleet centre as a business location.
4. The Core Strategy acknowledges that alternative uses may be considered: 'the Council will consider justified alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough'.
5. This existing large, partially developed site is currently designated by the Core Strategy as a Major Developed Site in the Green Belt. This proposed allocation would supersede that designation by removing the site from the Green Belt and expanding the acceptable uses on the site. The site would remain a Major Employment Site, protected by Policy CS15 – *Sustainable economic development*.
6. The site is very well-contained in the landscape, surrounded by woodland to the east (Tins Wood and Dodds Wood), and lies in the visual envelope of the existing built up area of West Byfleet. The existing site frontage is considered to form a significant part of the setting of the listed buildings on the site.
7. 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.
8. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
9. Proposals should take into account Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (or any other future update to their guidance). The Natural England Guidance Notes can be accessed by this link:

<http://publications.naturalengland.org.uk/publication/4720542048845824>
10. Proposals for the development of this site would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.

11. Development would need to accord with heritage and conservation policies of the Development Plan and the NPPF. Heritage assets include, but are not limited to: the Grade II Listed Buildings within the site boundary (Broadoaks (Main Building), Parvis Road; Front Range of Broadoaks Motor House, Parvis Road; Broadoaks Model Dairy, Parvis Road) and the locally listed buildings within the site boundary (15 (Lodge), Parvis Road and 17 (Lodge), Parvis Road).
12. Paragraph 7.3.8 of the GBBR notes that the site ‘already contains significant development with consent for redevelopment. The area to the east of this is recommended for removal from the Green Belt to accommodate new development, and it will no longer serve any Green Belt purposes’.
13. Exclusion of this area of land will not alter its use but will assist in rationalising the Green Belt boundary, to ensure a strong defensible boundary that will endure in the future, as required by national planning policy and in line with the commitment given in Core Strategy Policy CS6 that any release of Green Belt land to meet the development requirements of the Core Strategy does not undermine the overall purpose and integrity of the Green Belt.
14. On adoption of the Site Allocations DPD, the land abutting this site to the west (Hobbs Close) will become part of the urban area and therefore removed from the Green Belt. This will create a defensible Green Belt boundary.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;
- Phasing could be required.

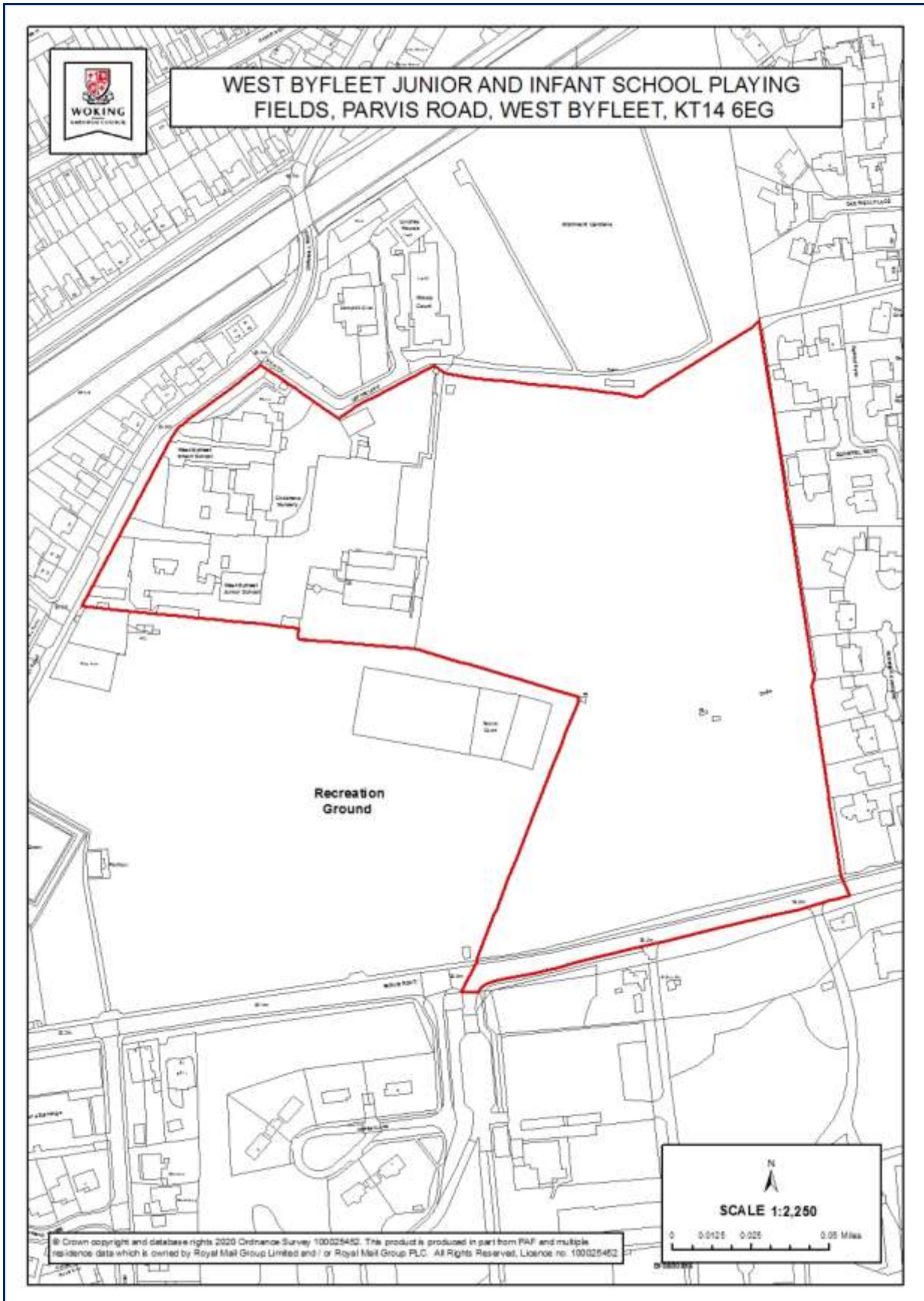
Monitoring	Key Core Strategy policy monitoring indicators: CS10 Housing provision and distribution; CS11 Housing mix; CS12 Affordable housing; CS13 Older people and vulnerable groups; CS15 Sustainable economic development.			
Policy	How will the policy be delivered?	Anticipated rate of delivery	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB10: Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Through development management process and working in partnership with developers and land owners	177 net additional dwellings, 155 units specialist accommodation, and office and research premises by 2022/23	Net additional dwellings completed Net additional affordable dwellings completed Size and type of new dwellings completed by location Number of additional specialist accommodation units completed Area of floorspace (SqM, net) for office and research premises	2025/26
Potential action depending on monitoring outcomes may include: Compulsory Purchase; Review of SHLAA; Review of Employment Land; Review of heads of terms for S106; Reprioritise infrastructure investment; Review of allocation.				

Key evidence base:

- Green Belt Boundary Review (Parcel 4, Area D);
- Employment Land Review;
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- English Heritage list entry;
- Strategic Housing Land Availability Assessment (SHLAAWB018);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Planning permission PLAN/1998/0340, PLAN/2011/1127 and PLAN/2015/0987.

Proposal reference: GB11

Site address: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG





Policy GB11: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG

This 6.78 ha site is excluded from the Green Belt and the existing playing fields allocated for urban open space. Any development associated with the school building, or alterations to the use and layout of the wider site should preserve heritage assets and pay regard to their settings; and retain public rights of way.

Reasoned Justification and Supporting Text:

1. The Green Belt boundary review (GBBR) recommends exclusion of this land from the Green Belt - paragraph 7.3.3 advises that it is 'an area of public open space, a school and associated playing fields which are essentially part of the urban area of West Byfleet being contained by urban development on three sides and the major developed site in the Green Belt at 'Broadoaks'. It makes no contribution to Green Belt purposes'.
2. Taking into account other changes to the Green Belt boundary set out in the Site Allocations DPD, this site would result in the formation of a Green Belt 'island', which would not be logical. Its exclusion from the Green Belt is therefore sought.
3. However, due to the recreational nature and character of the site, its use as urban open space is also justified. Moreover, the allocation ensures that any use of the school playing fields would need to accord with Core Strategy Policy CS17: *Open space, green infrastructure, sport and recreation* – which restricts development that would involve the loss of open space. Development would also need to accord with the heritage and conservation policies of the development plan and the NPPF. Heritage assets include, but are not limited to, the locally listed infant school within the site itself. Any other site specific and other requirements would be determined on a case by case basis and in accordance with the development plan unless other material considerations should indicate otherwise.

Delivery arrangements:

- None

Monitoring	Key Core Strategy policy monitoring indicators: CS17: Open Space, green infrastructure, sport and recreation			
Policy	How will the policy be delivered?	Anticipated delivery of open space (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB11: West Byfleet Junior and Infant school playing fields, Parvis Road, West Byfleet, KT14 6EG	Through the adoption of the Site Allocation DPD	6.78 hectares to be delivered on adoption of the Site Allocations DPD	Net change (positive or negative) in the amount of green infrastructure, public open space and built sports facilities	2025/26
Potential action depending on monitoring outcomes may include: Review the Infrastructure Delivery Plan, Review Open Space Audit				

Key evidence base:

- Green Belt Boundary Review (Parcel 3 - Area A).

Section C – Land for open space/SANG use within the Green Belt

These groups of sites are identified as SANG land to mitigate the impacts of residential development on the SPA and to provide open space and/or green infrastructure to serve the development proposals. They are appropriate uses in the Green Belt and are therefore proposed to remain within the Green Belt. They will provide the opportunity to improve infrastructure to serve existing communities as well as support planned new development. The nature of this opportunity is in each case explained in the Proposal. These Proposal Sites have references beginning GB.

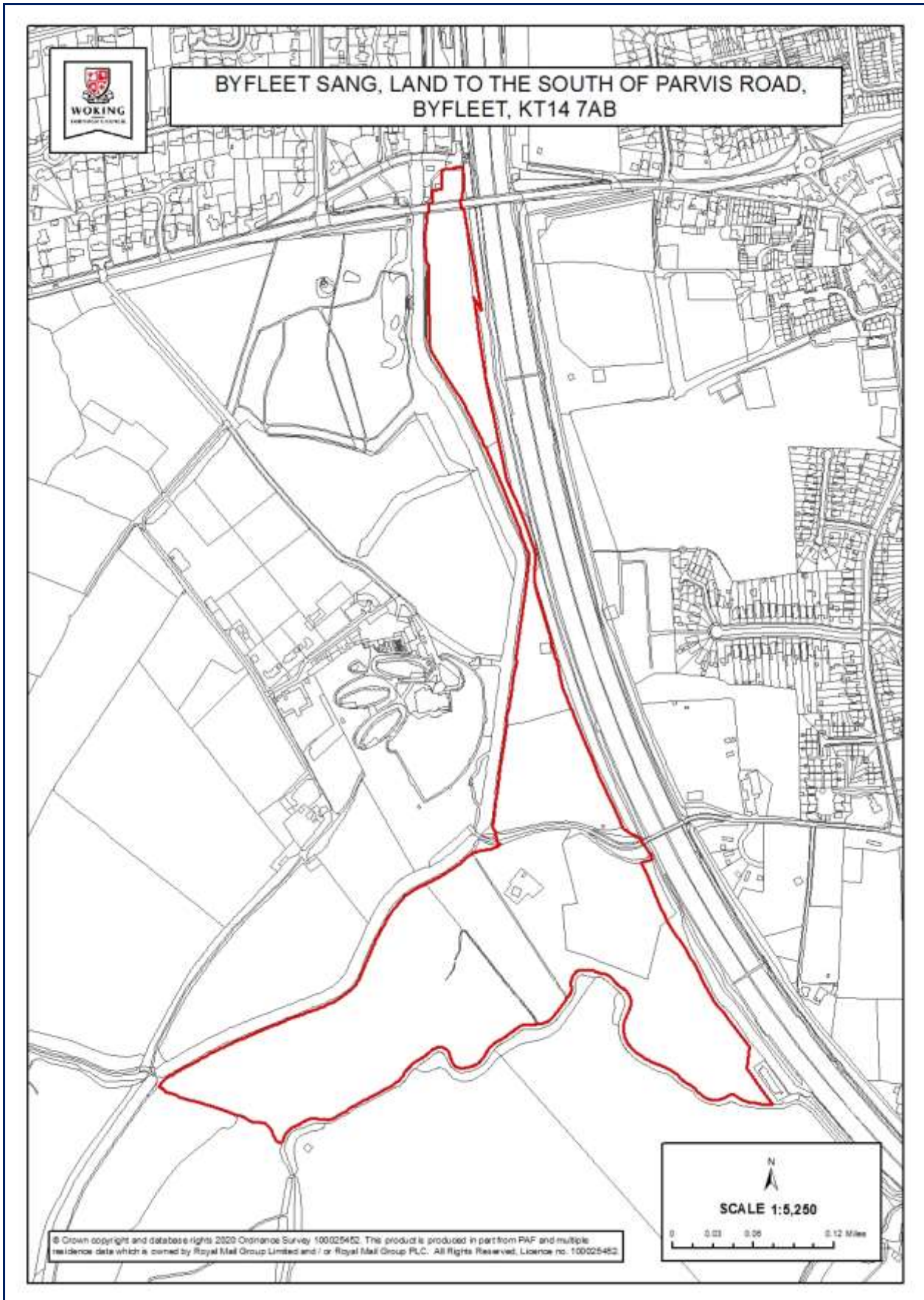
The Site Allocations DPD allocates land for Suitable Alternative Natural Green Space to help avoid harm to the Thames Basin Heaths Special Protection Areas as a result of housing development. Together with existing SANGs, they provide sufficient capacity to support residential development over the Plan period.

The Council has prepared a schedule of all the sites that are allocated in the Site Allocations DPD and the specific SANGs they could use to avoid development impacts on the SPAs. This schedule is on the Council's website and can be accessed by this link: www.woking2027.info/allocations/sadpexam/sangassignmentschedule

The schedule is a living document that will be regularly monitored and reviewed to reflect the up to date planning status of the allocated sites.

Proposal reference: GB12

Site address: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB

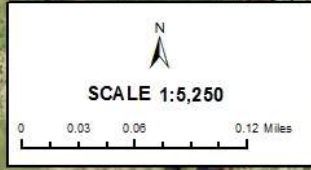




BYFLEET SANG, LAND TO THE SOUTH OF PARVIS ROAD,
BYFLEET, KT14 7AB



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Policy GB12: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB

This 15.43 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the protected bird habitat of European importance of the Thames Basin Heaths Special Protection Area (SPA).

Key Requirements:

- i. In order to constitute SANG, the site will need to fulfil certain criteria which are set by Natural England guidelines. These include, among others, a minimum size threshold of 8ha, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park; and unsurfaced paths that are well maintained and accessible.
- ii. A SANG Proposal and SANG Management Plan will be required which, in addition to the matters identified in criterion (i) above will need to address;
 - a. The site's location within Flood Zones 2 and 3 - consideration should therefore be given to sustainable drainage measures, flood attenuation and floodplain storage within the landscape, and site design should be informed by a Flood Risk Assessment (FRA) which takes into account the most up to date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage;
 - b. The site's location within a Biodiversity Opportunity Area and the potential of the site to contribute towards biodiversity enhancement and habitat creation in the area; detailed design should also take opportunities to improve connectivity of habitats within the site

and to the wider Green Infrastructure network;

- c. Accessibility via pedestrian/cycle links – particularly from the urban area via Parvis Road and from any new development that could come forward later at safeguarded sites GB4 and GB5;
- d. Incorporation of waste facilities to service the open space;
- e. The site's proximity to the River Wey – detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer;
- f. The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*.

Reasoned Justification and Supporting Text:

1. Woking Borough Council has acquired this land for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.
2. At present, SANG provision is generally focused in the north, south and west of the Borough. The provision of SANG in this location offers the opportunity to improve coverage to the east of the Borough and generally improve connections and accessibility between the various open spaces in this part of the Borough.
3. The site would provide SPA mitigation for a capacity of 799 dwellings (provisional calculation, subject to the advice of Natural England).
4. The land would remain within the Green Belt.
5. The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines, set out at the following link: www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG.
6. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.
7. The site is within Biodiversity Opportunity Area R04: River Wey & Tributaries. Any works or development on site should have regard to this designation.
8. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Wey and Godalming Navigations Conservation Area which is both within and adjacent to the site boundary and the adjacent locally listed building (West Hall Care Home Manor House).

Delivery arrangements:

- Woking Borough Council has purchased this land for use as a future SANG. Arrangements are in hand to bring this proposal forward;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

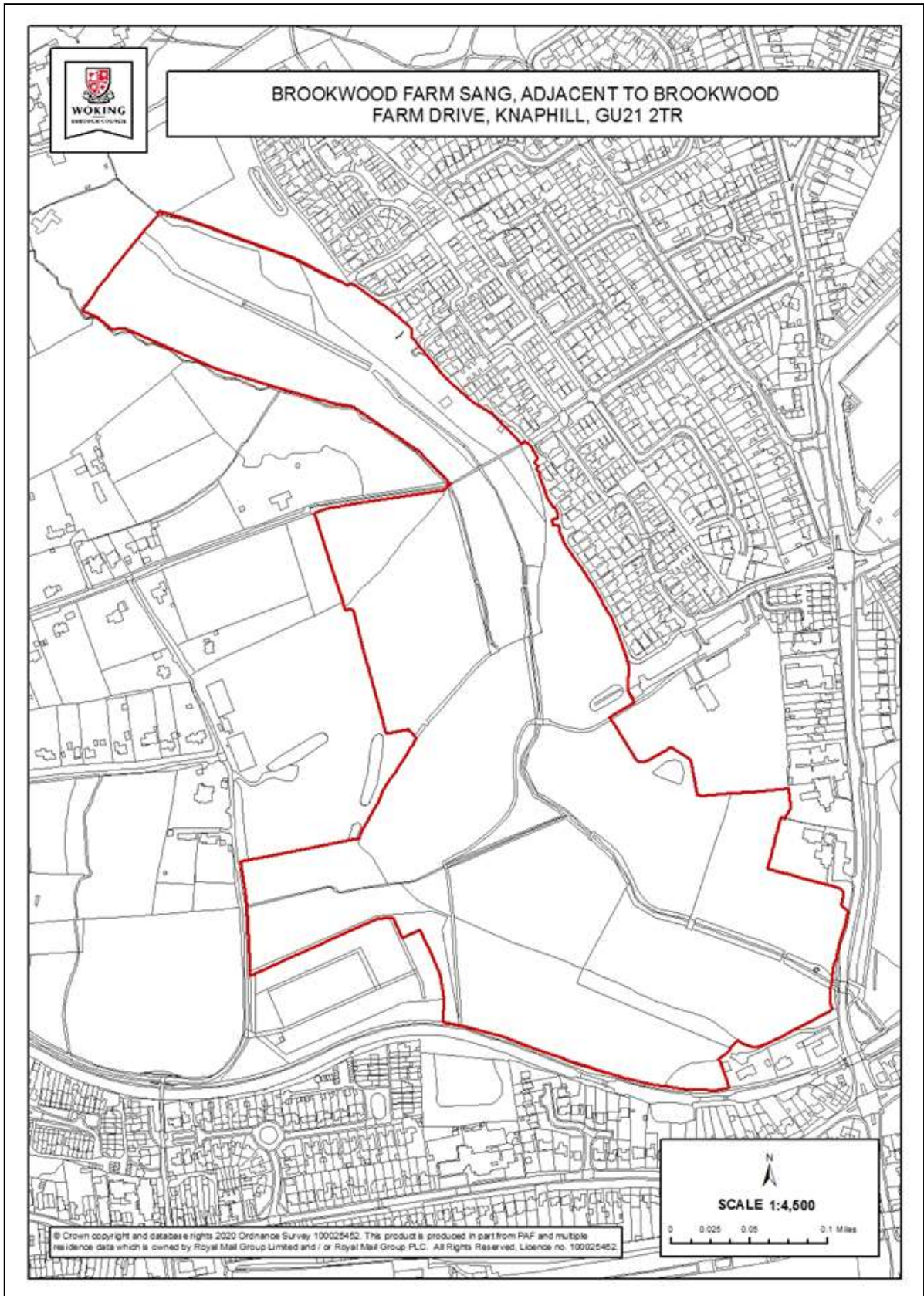
Monitoring	Key Core Strategy policy monitoring indicators: CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas			
Policy	How will the policy be delivered?	Anticipated delivery of capacity (No. of dwellings) and size (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB12 Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Through the development management process and working in partnership with Natural England	799 dwellings and 15.43 hectares to be delivered by the end of 2023/24	The amount of SANG land delivered within the set timeframes	2024/25
Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures				

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

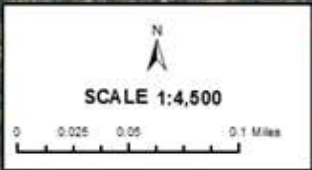
Proposal reference: GB13

Site address: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR





BROOKWOOD FARM SANG, ADJACENT TO BROOKWOOD FARM DRIVE, KNAPHILL, GU21 2TR



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Policy GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR

This 26.0 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the protected bird habitat of European importance of the Thames Basin Heaths Special Protection Area (SPA).

Key Requirements

- i. In order to constitute SANG the site should fulfil certain criteria which are set by Natural England guidelines. These include, among others, a minimum size threshold of 8ha, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park, and unsurfaced paths that are well maintained and accessible;
- ii. A SANG Proposal and SANG Management Plan have been prepared for the site to ensure that the site meets the SANG criteria and ensures adequate maintenance in perpetuity. Proposals for development should be in accordance with these documents.
- iii. In addition to the matters identified in criterion (i) above, development will need to address:
 - a. The site's location within Flood Zones 2 and 3 - consideration should therefore be given to sustainable drainage measures, floodplain storage and flood attenuation within the landscape, and site design should be informed by a Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage
 - b. The site's location partially within a Site of Nature Conservation Importance and partially within a Biodiversity Opportunity Area and the potential of the site to contribute towards biodiversity enhancement and habitat creation; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider

Green Infrastructure network. Some adjustment of the SANG site boundary may be required to accommodate wildlife habitat in accordance with a condition 40a of the planning permission PLAN/2012/0224;

- c. Accessibility via pedestrian/cycle links, particularly from Brookwood Farm to the east and Brookwood urban area to the south;
- d. Incorporation of waste facilities to service the open space;
- e. The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*.

Reasoned Justification and Supporting Text:

1. This land was in part approved as SANG as part of the Brookwood Farm development, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.
2. Details were set out in the planning application for development of the land at Brookwood Farm (PLAN/2012/0224) which was completed in July 2018. This is a bespoke SANG associated with the residential scheme of 297 dwellings. Brookwood Farm is a Proposal Site identified in the Local Plan 1999. The SANG is to be located to the west of the site, creating a soft edge to the new scheme. The site is currently semi improved grassland with limited access. The site itself is well connected to other open spaces, including the existing Brookwood Country Park SANG and would make a positive contribution to the wider green infrastructure network.
3. There is the opportunity to enlarge the SANG approved as part of the Brookwood Farm development to incorporate the wider landscape to the south of the site. This enlargement is considered to be acceptable in principle by Natural England. The local planning authority (LPA) will continue to engage with Natural England in developing detailed plans for this element of the site. The LPA will also engage with the Environment Agency and Surrey Nature Partnership both in any refinements to the Proposal and Management Plan and in the delivery of the SANG. The site should meet the SANG creation guidelines set out by Natural England, available at: www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf.
4. The site would provide SPA mitigation for a capacity of 1050 dwellings (provisional calculation, subject to the advice of Natural England).
5. This SANG will provide mitigation for the Brookwood Farm development as well as some additional development in the Borough.
6. The land would remain within the Green Belt.
7. The site is partly within a Site of Nature Conservation Importance, and also within Biodiversity Opportunity Area TBH03: Colony Bog, Bagshot Heath & Deepcut Heaths. Any works or development on site should have regard to these designations.
8. The Flood Risk Assessment for the site should take into account the Environment Agency's latest guidance on climate change.

9. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the Basingstoke Canal Conservation Area which is both within and adjacent to the site boundary.

Delivery arrangements:

- A legal agreement has been signed which secures the delivery of the SANG in accordance with the SANG Proposal and Management Plan (these are appended to the legal agreement for PLAN/2012/0224). These have been informed by comments by Natural England, Surrey Wildlife Trust and the Environment Agency. Ongoing consultation with Natural England on outstanding matters.
- Delivery secured through S106 in conjunction with planning permission PLAN/2012/0224.

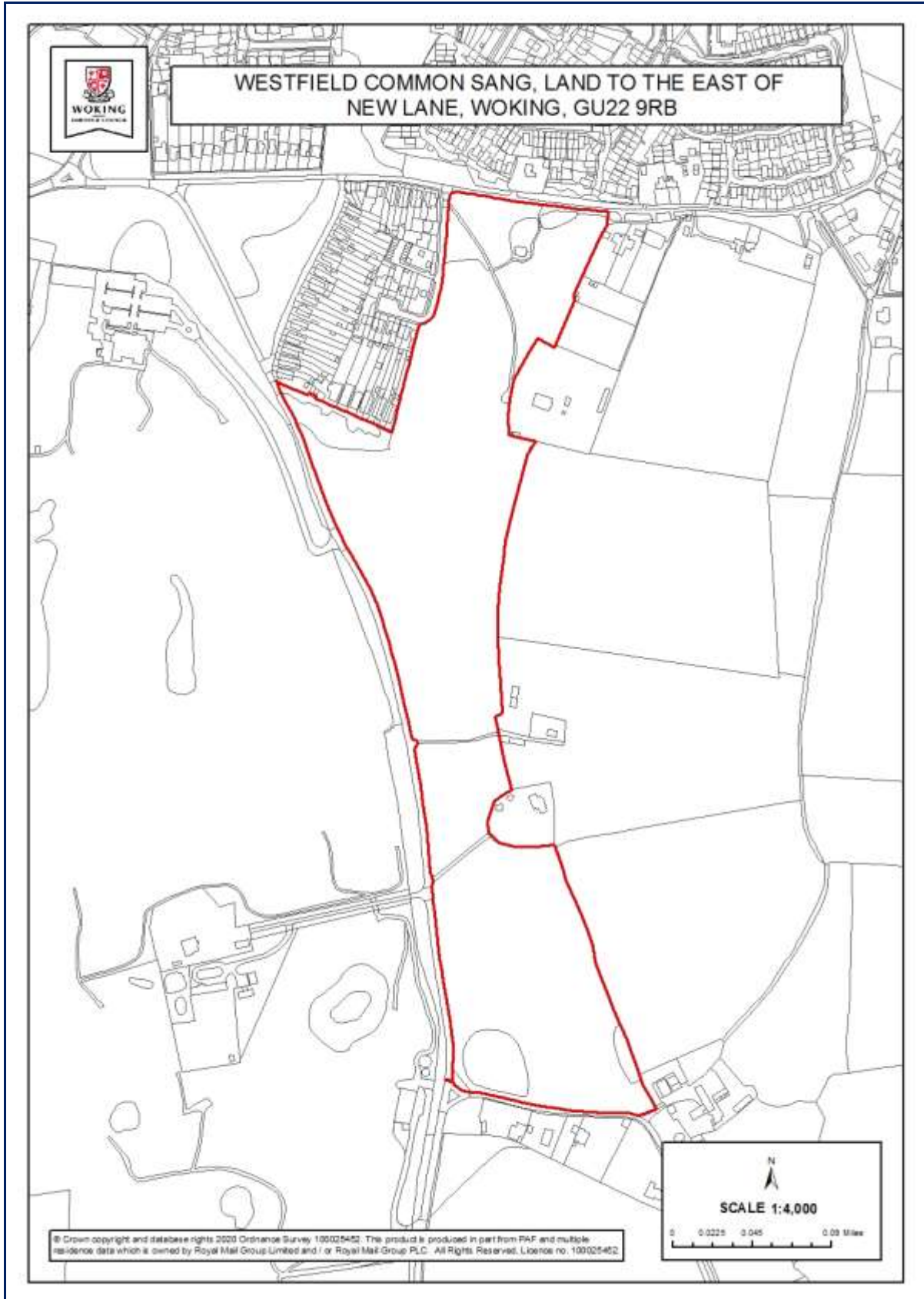
Monitoring	Key Core Strategy policy monitoring indicators: CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas			
Policy	How will the policy be delivered?	Anticipated delivery of capacity (No. of dwellings) and size (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB13: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Through the development management process and working in partnership with Natural England	1050 dwellings and 26.0 hectares to be delivered by the end of 2021/22	The amount of SANG land delivered within the set timeframes	2022/23
Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.				

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Legal agreement for PLAN/2012/0224, appended SANG Proposal and SANG Management Plan;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Woking Borough Community Infrastructure Levy Regulation 123 list (2014);
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

Proposal reference: GB14

Site address: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB







Policy GB14: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB

This Green Belt site totalling 10.59 ha is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the protected bird habitat of European importance the Thames Basin Heaths Special Protection Area (SPA).

Key Requirements:

- i. In order to constitute SANG, the site will need to fulfil certain criteria which are set by Natural England guidelines. These include, among others, a minimum size threshold of 8ha, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park, and unsurfaced paths that are well maintained and accessible;
- ii. A SANG Proposal and SANG Management Plan will be required to guide the use of the site, which, in addition to the matters identified in criterion (i) above will need to address:
 - a. The entire site's designation as a Site of Nature Conservation Interest (SNCI) and the potential of the site to contribute towards biodiversity enhancement and habitat creation whilst ensuring that any increased recreation by people and dogs does not adversely affect the nature conservation interest; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network;
 - b. The fact that Westfield Common is the subject of a 25 year habitat enhancement and management programme and is part of Woking's Great Crested Newt pilot;
 - c. Pedestrian and cycle accessibility between the site and the Kingsmoor Park

development to the north of the site, and from Gresham Mill to the east of the site;

- d. Historical contaminative uses of the site which may have led to soil and groundwater contamination, making provision for appropriate investigation and any necessary remediation;
- e. The potential to link the site with land to the east (at Gresham Mill);
- f. Incorporation of waste facilities to service the open space;
- g. The need for any application to be supported by an Archaeological Assessment in accordance with Policy CS20: *Heritage and conservation*.

Reasoned Justification and Supporting Text:

1. This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.
2. The provision of SANG in this location offers the opportunity to improve linkages and accessibility between open spaces in this part of the Borough (particularly between the site and Gresham Mill). The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines, available at: www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf. The local planning authority will engage with Natural England, the Environment Agency, Surrey Nature Partnership and Surrey Local Sites Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG.
3. The site is fairly narrow and linear. The northern part of Westfield Common (outside the allocation site) is not considered suitable as a SANG as it has a distinct urban feel, although it provides a sufficient transitional zone between urban character to the north and the more rural character to the south, which the Council does feel could provide a SANG.
4. The site is owned by the Council and is an SNCI. Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted to ensure conservation interests are safeguarded, and enhanced. The Council has adopted a Management Plan for Westfield Common, which identifies various works to be undertaken on the site to enhance biodiversity and other general environmental improvements (benches, way markers). Surrey Wildlife Trust will manage the implementation of the plan on behalf of the Council. The work programme will be reviewed annually as works progress and information evolves. Certain works will require the consent of Defra. Car parks and circular walks in particular will require careful consideration. The SNCI designation, and that of the Great Crested Newt pilot, may result in some areas being excluded from inclusion within the SANG if they affect the capacity to absorb new visitors. More information on Woking's Great Crested Newt project can be found in Natural Woking – available at: www.woking.gov.uk/naturalwoking.
5. Proposals for development would also greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site.
6. The site would provide SPA mitigation for a capacity of 549 dwellings (provisional calculation, subject to the advice of Natural England).
7. The land would remain within the Green Belt.

Delivery arrangements:

- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions;
- Ongoing maintenance through CIL contributions.

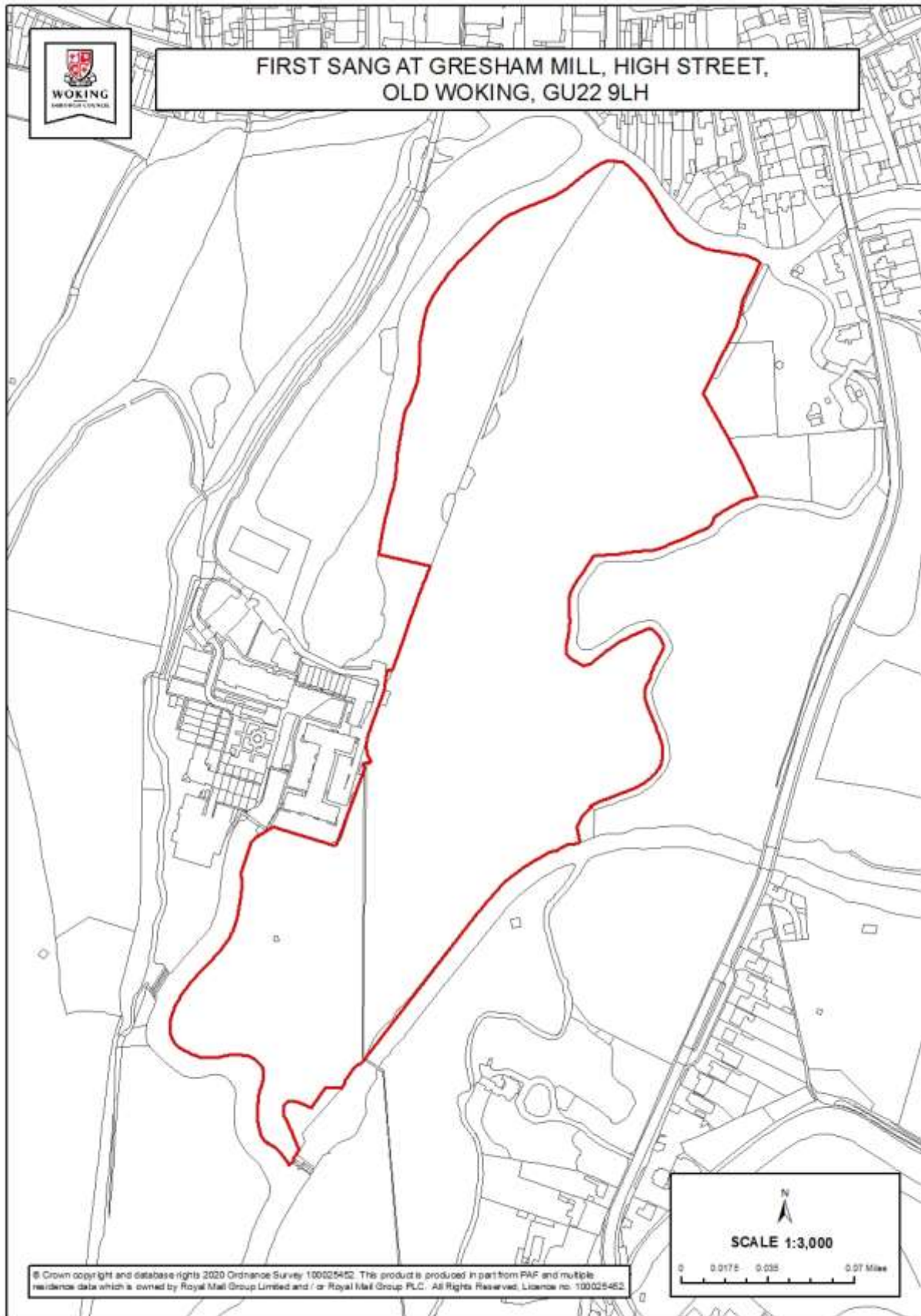
Monitoring	Key Core Strategy policy monitoring indicators: CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas			
Policy	How will the policy be delivered?	Anticipated delivery of capacity (No. of dwellings) and size (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB14: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	Through the development management process and working in partnership with Natural England	549 dwellings and 10.59 hectares to be delivered by the end of 2026/27	The amount of SANG land delivered within the set timeframes	2025/26
Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.				

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Westfield Common Management Plan 2014;
- Letter from Natural England, August 2012.

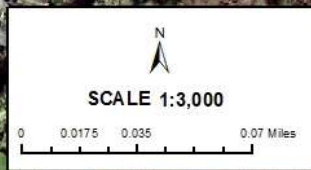
Proposal reference: GB15

Site address: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH





FIRST SANG AT GRESHAM MILL, HIGH STREET,
OLD WOKING, GU22 9LH



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Policy GB15: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.9 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the protected bird habitat of European importance of the Thames Basin Heaths Special Protection Area (SPA).

Key Requirements:

- i. In order to constitute SANG, this site will need to fulfil certain criteria which are set by Natural England guidelines. These include, among others, a minimum size threshold of 8ha, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park, and unsurfaced paths that are well maintained and accessible;
- ii. A SANG Proposal and SANG Management Plan will be required to guide the use of the site, which, in addition to the matters identified in criterion (i) above will need to address:
 - a. The site's location within Flood Zone 3 - consideration should be given to sustainable drainage, flood attenuation (including within the site) and floodplain storage within the landscape, and site design should be informed by an up-to-date Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage;
 - b. The site's location within a Biodiversity Opportunity Area and the potential to contribute towards biodiversity enhancement and habitat creation; detailed design should also take opportunities to improve connectivity of habitats within the site and

to the wider Green Infrastructure network, particularly the River Wey SNCI;

- c. The site's proximity to the River Wey - detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer;
- d. Historical contaminative uses of the site, which may have led to soil and groundwater contamination, providing appropriate investigation and any necessary remediation;
- e. Accessibility via pedestrian/cycle links – particularly from Old Woking to north of site;
- f. The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
- g. Incorporation of waste facilities to service the open space.

Reasoned Justification and Supporting Text:

1. This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.
2. The TBHSPA Avoidance Strategy anticipates this site coming forward for SANG use. Paragraph 4.10 explains: 'Martins Press, High Street, Old Woking – 13 hectares of SANG land will be provided. The SANG land is part of a planning application (PLAN/2006/0538) for the redevelopment of a print works to form up to 88 residential units. A legal agreement has been signed whereby the site will be handed over to the Council and subsequently managed by the Council, becoming a SANG.
3. Details were set out in the planning application for development of the land at Gresham Mill / Martin's Press PLAN/2006/0538 and PLAN/2010/0234.
4. The site would provide SPA mitigation for a capacity of 513 dwellings. The Gresham Mill development commits 88, leaving capacity for 425 dwellings.
5. The land would remain within the Green Belt.
6. The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG. The guidelines can be found at: www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf
7. The site is adjacent to a Site of Nature Conservation Importance, and also within Biodiversity Opportunity Area R04: River Wey and Tributaries. Any works or development on site should have regard to these designations, and Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted.
8. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent locally listed building (Gresham Mill).

9. Proposals for development would greatly benefit from early engagement with the Council's Environmental Health team and the Environment Agency to assist with investigations related to former contaminative uses of the site. Close consultation with the Environment Agency will also be required regarding the site's location within Flood Zone 3. The FRA for the site should take into account the Environment Agency's latest guidance on climate change.

Delivery arrangements:

- The land is owned by Woking Borough Council;
- Woking Borough Council also owns land to the west, there is potential to combine the areas and create a larger SANG in this area (see Proposal Site GB16);
- Delivery expected within the next five to ten years;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

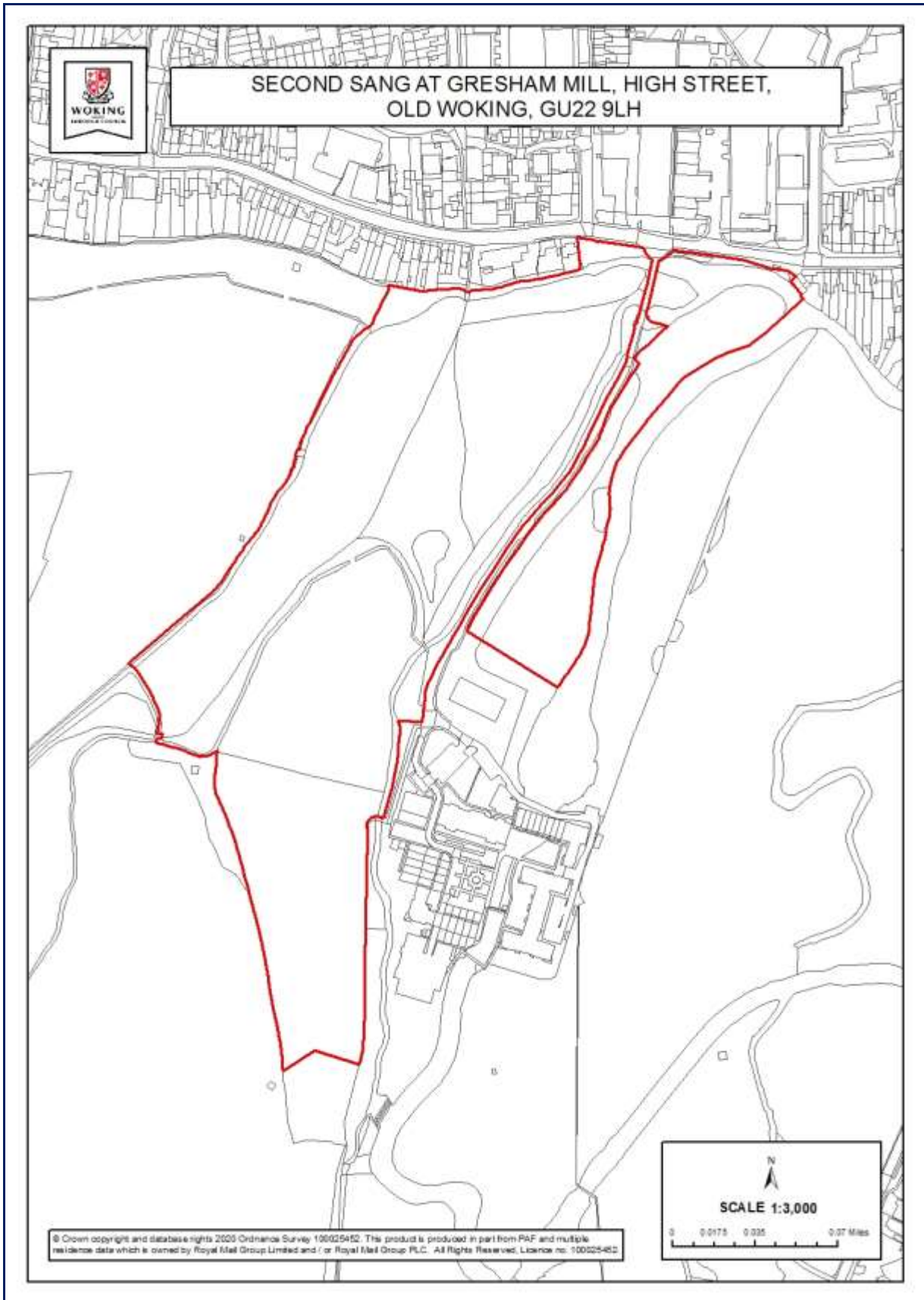
Monitoring	Key Core Strategy policy monitoring indicators: CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas			
Policy	How will the policy be delivered?	Anticipated delivery of capacity (No. of dwellings) and size (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB15: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Through the development management process and working in partnership with Natural England	425 dwellings and 9.9 hectares to be delivered by the end of 2026/27	The amount of SANG land delivered within the set timeframes	2025/26
<p>Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures</p>				

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Letter from Natural England, August 2012;
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

Proposal reference: GB16

Site address: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB16: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH

This 9.52 ha Green Belt site is allocated as Suitable Alternative Natural Greenspace (SANG), to be used as informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the protected bird habitat of European importance of the Thames Basin Heaths Special Protection Area (SPA).

Key requirements:

- i. In order to constitute SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include, among others, a minimum size threshold of 8ha, ensuring an adequate level of parking provision and accessibility, clear signposting, a circular walk that starts and finishes at the car park, and unsurfaced paths that are well maintained and accessible;
- ii. A SANG Proposal and SANG Management Plan will be required to guide the use of the site and enable an appropriate tariff to be set. In addition to the matters identified in criterion (i) above, this will need to address:
 - a. The site's location within Flood Zone 3 - consideration should be given to sustainable drainage measures, flood attenuation (including within the site) and floodplain storage within the landscape. Site design should be informed by a Flood Risk Assessment (FRA) which takes into account the most up-to-date climate change projections. The FRA would also inform whether boardwalk/raised paths would be necessary to ensure that a circular walk is accessible throughout the year, and demonstrate that this does not negatively impact on floodplain storage;
 - b. The site's location within a Biodiversity Opportunity Area and the portion of the site designated as a Site of Nature Conservation Importance, and the potential of the site to contribute to biodiversity enhancement and habitat creation whilst ensuring that any increased recreation by people and dogs does not adversely affect the nature conservation interest; detailed design should also take opportunities to improve connectivity of habitats within the site and to the wider Green Infrastructure network,

particularly the River Wey SNCI;

- c. The portion of the site designated as Common land (Mill Moor Common) and whether consent for certain works will be required from Defra – car parks and circular works in particular will require careful consideration;
- d. The site's proximity to the River Wey - detailed design should be sensitive to this biodiversity and ecological corridor, with any proposed physical ancillary development or infrastructure set back to create a 10m undeveloped buffer;
- e. Historical contaminative uses of the site, which may have led to soil and groundwater contamination, providing appropriate investigation and any necessary remediation;.
- f. Accessibility via pedestrian/cycle links – particularly from Old Woking to north of site, and the Gresham Mill development;
- g. The need to preserve heritage assets and pay regard to their settings in accordance with Policies CS20: *Heritage and conservation*, CS21: *Design*, CS24: *Woking's landscape and townscape*, and DM20: *Heritage assets and their settings*;
- h. The need to retain and enhance protected tree belt to north west of the site, subject to TPO, and for sufficient screening in relation to the adjoining development;
- i. Incorporation of waste facilities to service the open space.

Reasoned Justification and Supporting Text:

1. This land is envisaged for future SANG use, in line with Core Strategy Policy CS8 and saved South East Plan Policy NRM6 Thames Basin Heaths Special Protection Area.
2. The TBHSPA Avoidance Strategy anticipates the adjacent site to come forward for SANG use (see above). A legal agreement (PLAN/2006/0538) secured the transfer of this land to the Council. The Council also owns land to the east, which it anticipates will be combined with the forthcoming SANG to create one large SANG.
3. This would ensure a comprehensive scheme, which offers wider opportunities to mitigate against the impacts of residential development on the SPA. For example it would allow for improved ability to create a circular walk.
4. The site would provide SPA mitigation for a capacity of 493 dwellings (provisional calculation, subject to the advice of Natural England).
5. The land would remain within the Green Belt.
6. The SANG Proposal and SANG Management Plan will be prepared in accordance with Natural England guidelines. The local planning authority will engage with Natural England, the Environment Agency and the Surrey Nature Partnership both in the production of the Proposal and Management Plan and in the delivery of the SANG. The guidelines for SANG are available at the following link: www.bracknell-forest.gov.uk/sites/default/files/documents/suitable-accessible-natural-green-space-guidance.pdf.
7. The site is partly within a Site of Nature Conservation Importance (SNCI), and also within a Biodiversity Opportunity Area R04: River Wey and Tributaries. Any works or development on site should have regard to these designations and Surrey Nature Partnership and Surrey Local Sites Partnership should be consulted.

8. Proposals for development would also greatly benefit from early engagement with the Council’s Environmental Health team and the Environment Agency in order to assist with investigations related to former contaminative uses of the site. Close consultation with the Environment Agency will also be required regarding the site’s location within Flood Zone 3. The FRA for the site should take into account the Environment Agency’s latest guidance on climate change.
9. Development would need to accord with the heritage and conservation policies of the Development Plan. Heritage assets include, but are not limited to: the adjacent locally listed building (Gresham Mill).

Delivery arrangements:

- The land is owned by Woking Borough Council;
- Delivery of this second SANG site at Gresham Mill will be within the next five to ten years;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

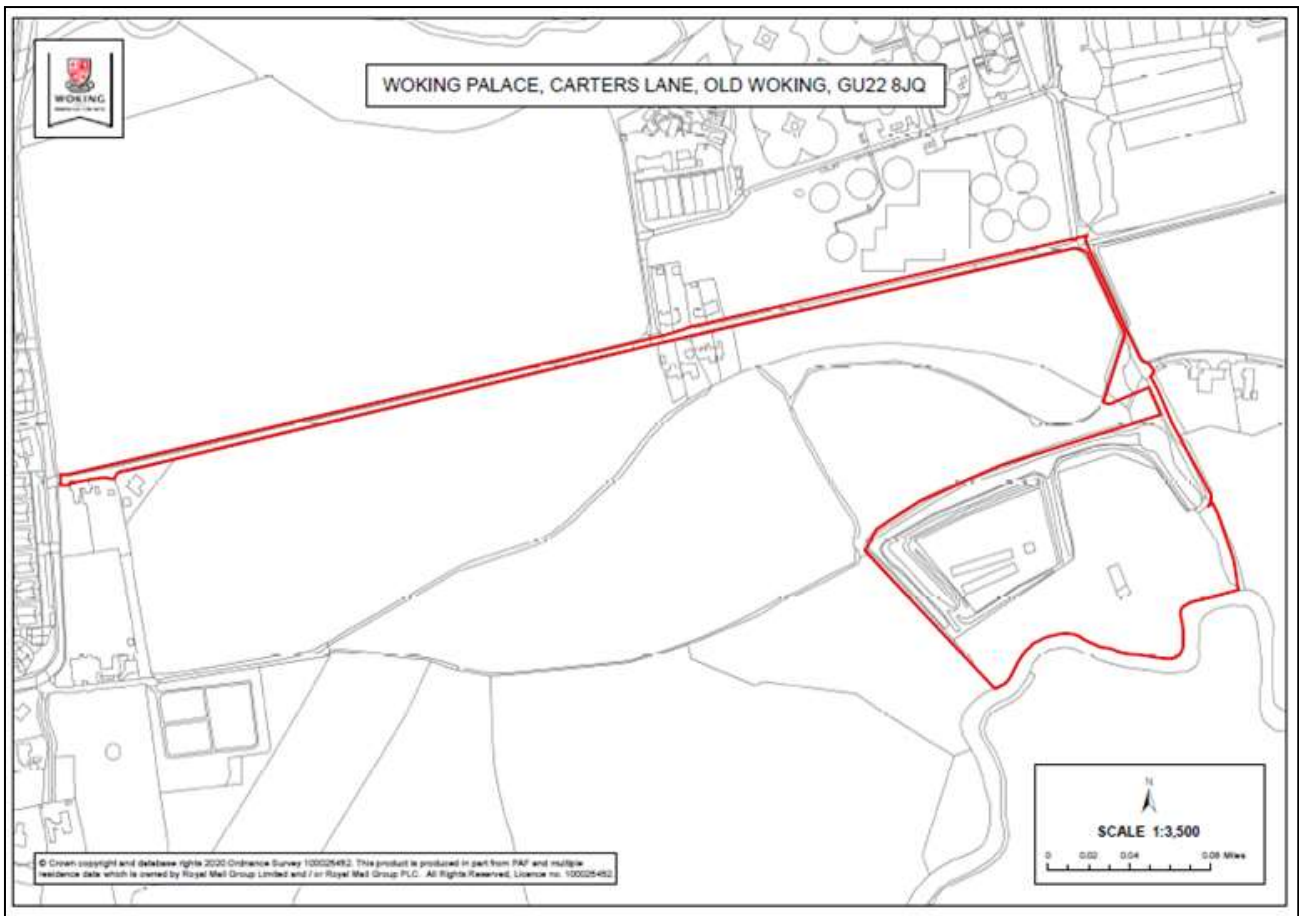
Monitoring	Key Core Strategy policy monitoring indicators: CS7: Biodiversity and nature conservation, CS8: Thames Basin Heath Special Protection Areas			
Policy	How will the policy be delivered?	Anticipated delivery of capacity (No. of dwellings) and size (hectares)	How will the policy be monitored?	Key dates to trigger potential action if there is significant under-provision
GB16 Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Through the development management process and working in partnership with Natural England	493 dwellings and 9.52 hectares to be delivered by the end of 2026/27	The amount of SANG land delivered within the set timeframes	2025/26
<p>Potential action depending on monitoring outcomes may include: Bringing a proposed SANG site forward before anticipated delivery date, expanding existing SANGS, purchasing more land to form new SANGS sites, alternative mitigation measures.</p>				

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Letter from Natural England, August 2012;
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

Proposal reference: GB17

Site address: Woking Palace, Carters Lane, Old Woking, GU22 8JQ





Policy GB17: Woking Palace, Carters Lane, Old Woking, GU22 8JQ

In order to sustain and enhance the significance of Woking Palace, a Scheduled Monument, a development brief will be produced by the Council as landowner of the Heritage Asset with the involvement of other stakeholders, including Burhill Developments Limited, who own the land through which access to the Heritage Asset is required.

The development brief will address the following matters:

1. An exploration of viable uses for the Woking Palace site consistent with its conservation, and which would positively contribute to the enjoyment of this part of Woking's historic environment;
2. Access and connectivity to the site;
3. Whether any supporting development necessary to secure the viable use of Woking Palace can be fully accommodated on land within the Council's ownership; and
4. The availability of funding to deliver any recommended scheme.

The development brief will be produced during the plan period, and inform proposals coming forward through the development management process or through future updates to the development plan.

Reasoned Justification and Supporting Text:

1. As part of the development plan's positive strategy for the conservation and enjoyment of Woking's historic environment, the Site Allocations DPD identifies Woking Palace as a focus for further action. Of national importance, and within a countryside location, the Woking Palace site has unique potential to address the recreational, educational and open space requirements of the Borough.
2. Woking Palace comprises the remains of the built structures and also earth works from the moat, a copse and a group of fishponds. Particular importance is placed on the site because of its excellent survival, high diversity, enormous archaeological potential, historical association with royalty and amenity value.
3. The site was the former location of a moated manor house which was transformed into a Royal Palace in the medieval and post medieval period. Notable residents of the palace included Lady Margaret Beaufort, Henry VII and Henry VIII. At present, the only few built remains left are a few brick walls, a small stone building and a network of buried foundations.
4. Access to the site is restricted most of the year except on a few public open days, and as such only a small number of people have had the opportunity to visit the valuable heritage asset. The isolation of the monument has led to security issues and some of the remaining buildings have been the target of arson attacks over recent years. The Council considers there to be opportunity to bring the monument and adjoining grounds into active use, which would encourage visitor numbers and add vitality to the asset, therefore reducing the vulnerability of the site to vandalism.
5. The area is covered by a number of designations. It is within the Green Belt, is a Scheduled Ancient Monument with high archaeological potential, contains areas of nature conservation and is at risk of flooding. Therefore proposals will require careful consideration having regard to these, balancing historic significance, ecological importance and economic

growth. The Council will work closely with key stakeholders, including English Heritage, Natural England, interest groups such as Friends of Woking Palace and adjoining landowners and neighbours to produce the design brief. Moreover, as works to the site itself are subject to the grant of Scheduled Monument Consent, and as supporting works outside of the site could affect its significance, it will be important to engage constructively with Historic England in the formulation of proposals.

6. The Woking Palace Conservation Management Plan emphasises the importance of improving accessibility to and within the site. The development brief will explore both the feasibility of junction improvements on the B382 from Carters Lane, and the potential to provide and enhance footpath and cycle links. In these and other regards, the owner of the access and the land surrounding the Woking Palace site (currently Burhill Developments Limited) will be a key stakeholder to be involved in the preparation of the development brief.
7. The development brief will consider whether a use consistent with the site's conservation which would secure its long-term management could be delivered on land solely within the Council's control.
8. Whilst presented under Section C, use of the site as Suitable Alternative Natural Greenspace (SANG) is not proposed at this time.
9. The Woking Palace site would remain within the Green Belt.
10. The site, as illustrated on the Proposals Map, is largely in the Council's ownership. Although the access route to the site is not in the Council's ownership, the Council is licensed to use it.

Delivery arrangements:

- Working in partnership with key stakeholders to prepare the development brief by 2027.

Key evidence base:

- Green Infrastructure Strategy Natural Woking;
- Friends of Woking Palace information at: www.woking-palace.org;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment;
- Local Plan 1999;
- Design SPD;
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019).

Monitoring

The development brief will include suitable monitoring mechanisms including indicators to monitor funding to enable delivery, and conservation and enhancement of this important heritage asset.

Implementation and Monitoring of the Site Allocations

This section sets out how the Site Allocations will be implemented and monitored. It shows how specific sites will be delivered, by whom and when. In some cases delivery will be assisted by additional guidance provided through Supplementary Planning Documents.

There are many factors that will influence the implementation and delivery of the proposals set out in this document including land assembly, changes of ownership, funding and the economic conditions. To be effective a DPD must be deliverable.

Monitoring

Preparation of a development plan document (DPD) is not a standalone activity. It is the beginning of a process of implementation that involves regularly checking how effective the plan is in delivering what it aims to achieve. For example, to consider the extent to which policies and sites are being implemented, to identify policies or sites that might need to be amended or replaced, to identify any unintended consequences, if assumptions or circumstances underlying a site's allocation or a policy have changed and if any targets set are being met. Monitoring reveals any such delivery issues and allows adjustments to be made if required to ensure successful delivery of the plan.

Monitoring the performance and effects of the Site Allocations DPD will be integral to its delivery. Monitoring will be reported annually, typically retrospectively considering the preceding full monitoring year (1 April to 31 March) or part of year (where a document is adopted part way through a year). The outcomes are presented in the Local Plan Monitoring Report, published on the Council's website in December of each year. The annual Monitoring Report (AMR) in turn informs the timing and nature of future reviews of Local Development Documents like the Site Allocations DPD and the Core Strategy.

The Council has a project management plan set out in the Local Development Scheme (LDS) for the preparation of its Local Development Documents. How the Site Allocations DPD has been prepared in accordance with timescales set out in the plan is the first stage of its monitoring. At this stage, the Site Allocations DPD has been prepared according to timescales in the plan.

Monitoring of the delivery of sites is also essential for the Council to identify and maintain a continued supply of residential land, as required by national planning policy⁴⁶.

Through parallel monitoring of the Core Strategy, the Council also monitors the delivery of infrastructure such as transport improvements.

Individual development sites allocated by the Site Allocations DPD contribute to delivery of the amount and types of development planned by the Core Strategy. Their delivery will contribute directly towards delivery of the overall planned growth to 2027 and will therefore be monitored simultaneously with the Core Strategy. The Core Strategy establishes an extensive monitoring framework to assess the delivery of strategic policies, and the Site Allocations DPD will be monitored against the monitoring indicators in the Core Strategy including those concerning residential completions, additional employment and town centre floorspace provision.

⁴⁶ National Planning Policy Framework (NPPF), <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

In addition, progress on individual sites will be monitored against the indicators in the monitoring table included under each site allocation.

Implementation

Delivery mechanisms

Chapter 6 of the Core Strategy identifies the key mechanisms to deliver the Core Strategy, including through the Council's own functions. These mechanisms will in turn deliver the Site Allocations / Site Allocations DPD. For example:

- planning application process;
- developer contributions (see also 'Infrastructure funding' above);
- Compulsory Purchase Powers;
- rationalisation of Public Sector Assets;
- publication of supplementary planning documents on key topics such as Climate Change, Affordable Housing Delivery and Design;
- subject to demonstrable market demand and the requirements of the Core Strategy, direct provision of developments through joint venture schemes - such as the Victoria Square Development - will be used to progress redevelopment quickly;
- other Council activities to proactively address key priorities such as Affordable Housing and economic growth; and
- measures seeking to improve the quality of the living and working environment as a whole, such as public realm improvements in the Town Centre and the provision of new and improved green infrastructure networks (which help to create confidence and encourage private investment).

There are a number of measures that could be taken to 'unlock' any development sites that have stalled. These might include land assembly or infrastructure provision.

Delivery timing/ Phasing

The development identified by the Site Allocations DPD will not be delivered in one go. Development sites will be delivered individually in response to the market, within the context of the Core Strategy and more detailed framework established by the DPD land allocations.

The Council recognises that the nature and cost of development schemes will influence when specific schemes come forward in the short, medium or long term. Some schemes will need to be phased. The anticipated timing of delivery on each of the development sites is summarised in earlier **Tables 2, 3 and 4**.

Each detailed Development Management Policy and Proposal Site in the draft Site Allocations DPD includes a section on 'Delivery'. This explains how, when and by whom the policy will be implemented.

Delivery partners

The Council will work with developers and landowners (including its own housing delivery company Thameswey), infrastructure providers, Registered Providers and others to ensure effective and timely delivery of the Site Allocations.

The public sector's role will include: investment in infrastructure to help to create the necessary environment for policies and proposals to be delivered; direct investment in delivering some policies and proposals such as Affordable Housing and rationalisation of public sector assets to maximise their effective and efficient use; and disposal of assets for alternative uses or co-location for efficient use of land. Woking Borough Council and Surrey County Council will also ensure development meets all necessary standards and objectives.

The private and voluntary sectors will provide direct investment in land and buildings, whilst developers will also contribute directly towards infrastructure delivery through CIL.

The Council will continue to work proactively in partnership to deliver projects of cross-boundary significance, such as the strategic monitoring and mitigation of Thames Basin Heaths Special Protection Areas and transport projects where Surrey County Council is the highway authority.

Sustained engagement with relevant partners under the Duty to Cooperate has helped to shape the Site Allocations DPD and will continue to inform the identification of opportunities to deliver the development required in the Borough and in the wider housing and economic markets.

Engagement with local communities

Some Proposal Sites will require extensive consultation depending on their nature, location and sensitivity. The Council will ensure that ongoing public involvement and consultation is integral to the delivery of the Site Allocations DPD. The Council will work closely with its partners to achieve this. More information is provided in the [Statement of Community Involvement \(SCI\)](#).

Infrastructure funding

The delivery of development needs to be supported by adequate infrastructure.

The Council will ensure that development is supported by necessary infrastructure and/or financial contributions to infrastructure provision before planning permission is granted for sites allocated by the Site Allocations DPD and also those smaller development site opportunities also identified through the evidence base.

The Infrastructure Delivery Plan (IDP) sets out what the infrastructure required to meet the levels of growth proposed in the Core Strategy, which the Site Allocations DPD seeks to deliver. This includes details of where and when the infrastructure will be provided, who it will be provided by and how it will be funded. As part of the work to prepare for CIL, the Council used and updated the IDP to highlight the key areas of infrastructure required to support development over the next 10 years.

The Community Infrastructure Levy (CIL) will contribute towards provision of this infrastructure. CIL came into effect in Woking Borough on 1 April 2015. The Community Infrastructure Levy is mandatory for all relevant proposals in accordance with the Community Infrastructure Levy Regulations. The Council has published a CIL Charging Schedule that sets out the charging rates for various types of development. The CIL Charging Schedule can be accessed at:

www.woking2027/info/infrastructure.

The CIL Infrastructure Funding Gap Topic Paper establishes the total cost of the infrastructure required to support the proposed development, and identifies other sources of funding, to determine the funding gap to which CIL will contribute.

The Woking Joint Committee (including sub-committees) was established June 2014. The Committee is responsible for a number of areas previously considered under the former Surrey County Council Local Committee, as well as a number of new areas previously within the remit of Woking Borough Council. Local Borough and County councillors meet to discuss and decide jointly issues of relevance to the people who live, work or study in Woking. One of the Committee's responsibilities is determining how certain funding will be spent on infrastructure, including CIL contributions.

The 'key requirements' heading of each Policy explains, where known at this stage, the site-specific infrastructure required to deliver development of the site and/or the assessments that will be required to identify these.

Risk and contingencies

The Council is working towards the comprehensive delivery of the policies and proposals of the Core Strategy. Delivery of the policies and development site proposals set out in this Site Allocations DPD represents a significant step towards this goal. It has no reason to believe that these will not be implemented in full.

As the Core Strategy acknowledges, the Council does however accept that there could be circumstances where development fails to come forward for a number of reasons, some of which can be beyond its control. Where the Council is able to use its influence and power to enable the delivery of the Site Allocations DPD it will do so. The Core Strategy has an in-built mechanism to monitor performance through an Annual Monitoring Report. Generally, the outcome of this monitoring process will inform whether or not the Core Strategy and/or other complementary plans and strategies including the Site Allocations DPD should be reviewed.

Sufficient land has been identified to ensure comprehensive delivery of the Core Strategy and the Council has identified more than five year's supply of land to meet its housing requirement.

Any policies or land allocations are failing to be applied, or are rendered obsolete, will be picked up through monitoring and appropriate actions identified to address the issue, as explained above.

At this stage, two potential areas of risk are identified, together with the contingency measures required to deal with them if they do occur:

- (a) Failure of sites coming forward for residential and/or employment development due to difficulties of land assembly and/or residential and employment delivery falling behind the projected trajectory

Windfall sites have not been counted when planning overall development supply through the Core Strategy. This therefore provides an allowance of flexibility for non-implementation of any particular site.

The viability of all sites has been considered for all brownfield sites. The viability level has not been set at the margins of viability, this therefore builds in a viability cushion. In addition land values are continuing to rise, further assisting viability.

The Council regularly monitors the cumulative delivery of residential and employment floorspace. If delivery is significantly behind the projected cumulative target against the respective requirements over this period as set out in the housing trajectory and the Five Year Housing and Employment Land Supply Position Statements are not providing any evidence that this will be addressed in subsequent years, the Council will take steps to address these, as set out in paragraph 6.20 of the Core Strategy.

If particular allocated sites are not coming forward for development, the Council will review their key site requirements, if required.

Through the Site Allocations DPD, the Council is safeguarding land at the locations explained in Section B for long-term residential and associated development (beyond 2027). Section B also explains the mechanism for release of safeguarded land from the Green Belt.

(b) Infrastructure provision to support development

The Council will continue to work in partnership with infrastructure providers and the Working Joint Committee to coordinate an effective and efficient delivery of infrastructure.

A significant proportion of the funding to deliver infrastructure will be secured in the form of development contributions on the back of residential and employment development, as described above.

Flexibility

More detailed analysis is required to define the specific responsibilities of each landowner / stakeholder and also the likely section 106 and CIL contributions that will apply. The Site Allocations DPD site allocations provide a framework, drafted to ensure clear planning policy direction yet sufficiently flexible to encourage the private sector to lead the delivery of each development site, supported, facilitated and in some cases in legal partnership with the Council and other public sector stakeholders.

Flexibility will also be improved by monitoring over time.

Development viability

The Council is confident that the sites allocated should be able to come forward to achieve positive viability, having regard to:

- The viability of the Core Strategy, demonstrated by evidence to the satisfaction of the Examination Inspector;
- The demonstrated viability of the Council's Affordable Housing requirements;
- The viability of the Community Infrastructure Levy (CIL) Charging Schedule.

Nevertheless, the Core Strategy provides scope for a case to be made if an applicant feels that the specific requirements for developing a particular site will make the development unviable. Policies and guidance provide flexibility where a genuine viability concern exists, for example, policies CS11: *Housing mix*, CS12: *Affordable housing* (and paragraph 5.88), CS16: *Infrastructure delivery*,

and CS22: *Sustainable construction*, as well as the Affordable Housing Delivery SPD and Climate Change SPD. Very robust finance evidence will be required to justify any negotiation away from the requirements of the Core Strategy and the Site Allocations DPD.

The Council will expect development negotiations on specific sites to be supported by an open book financial appraisal process.

The CIL rate, a mandatory requirement, has not been set at the margins of viability. It has built in a sufficient viability cushion to ensure positive viability.

APPENDICES

Appendix 1 - Evidence base

Strategic context:

- Core Strategy, Adopted Document (2012)
- Proposals Map (including the Inset Map) (updated 2016)
- Local Development Scheme (updated December 2017)
- Statement of Community Involvement (SCI) (2015)
- Saved policies of the Woking Borough Local Plan (1999)
- Woking Local Plan (1999)
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Core Strategy Examination Inspector's Report (2012)
- Community Infrastructure Levy (CIL) Examiner's Report (2014)
- Surrey Waste Local Plan 2019-2033 (2020)
- Annual Monitoring Report (2019/20)

Woking's landscape and townscape:

- Character Study (2010)
- Landscape assessment and Green Belt Review (2016)

Green Belt:

- Green Belt boundary review (GBBR) (2014)
- Green Belt boundary review non-technical summary (2014)
- Ministerial Statements Assessment Report (2014)

Homes:

- West Surrey Strategic Housing Market Assessment (SHMA) (2009, updated 2015)
- Housing Land Supply Position Statement Housing Land Supply Position Statement Annual (2016)
- Strategic Housing Land Availability Assessment (SHLAA) (2017)

Sustainable economic development:

- Employment Land Review - Employment Position Paper (2010)
- Employment Land Review – Market Appraisal (2010)
- Economic Strategy (2015)
- Town, District and Local Centres Study (2009)
- Surrey Hotel Futures Surrey Hotel Futures (2004)
- Employment Topic Paper (2015)
- Retail Topic Paper (November 2019)

Biodiversity and nature conservation:

- Biodiversity and Planning In Surrey November 2018 (Surrey Nature Partnership, 2018)
- Strategic Access Management and Monitoring (SAMM) Tariff Guidance (2017)
- Natural Woking Strategy: Biodiversity and Green Infrastructure Strategy and supporting information (2016)
- Biodiversity Net Gain: Good practice principles for development (CIEEM, CIRIA, IEMA, 2016)
- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (SNP, revised 2019)
- Thames Basin Heaths Special Protection Areas Avoidance Strategy 2010-2015 (2010)

Open space, green infrastructure, sport and recreation:

- Natural Woking: Biodiversity and Green Infrastructure Strategy and supporting information (2016), including Woking Great Crested Newt pilot methodology
- Open Space, Sports and Recreation Facilities Audit (2008)
- Playing Pitch Strategy (2017)
- Public Art Strategy (2007)
- Play Strategy (2007)

Flooding and water management:

- Strategic Flood Risk Assessment (2015)

Transport and accessibility:

- Surrey Transport Assessment (2010)
- The Surrey Transport Plan (Local Transport Plan Third Edition) LTP3 (2014)
- Congestion Strategy (2011)
- Rail Strategy (2013)
- Surrey Rail Strategy Position Statement (2016)
- Local Transport Strategy for Woking Borough (2014)
- Transport and Accessibility Topic Paper / Technical Paper (2011)
- Cumulative Assessment of Future Development Impacts on the Highway (2011)
- Strategic Transport Assessment - Cumulative Assessment of Future Development Impacts on the Highway (2015)
- County Highway Authority Green Belt Boundary Review Sensitivity Test; Addendum Report to Strategic Transport Assessment (2016)
- Woking Town Centre Modelling Assessment (2017)
- Travel Smart (2012)
- Parking Standards SPG (2006)
- Parking Standards SPD (2017)
- Woking Local Plan: Potential Mitigation (2017)
- Woking Local Plan: Town Centre Modelling Assessment (2017)

- A320 Corridor Study: Feasibility Study Final Report (2018)
- Network Rail Route Strategic Plan: Wessex Route (2018)

Infrastructure delivery:

- Infrastructure Delivery Plan (IDP) (2011, 2017)
- Community Infrastructure Levy (CIL) – Adopted Charging Schedule (2014)
- Community Infrastructure Levy (CIL) – Regulation 123 list (2014)
- Community Infrastructure Levy - Topic Paper on Infrastructure Funding Gap (2014)
- Surrey Infrastructure Capacity Study (2016)
- The Surrey County Council Developer Contribution Guide (November 2020)
- Infrastructure Funding Statement (December 2020)

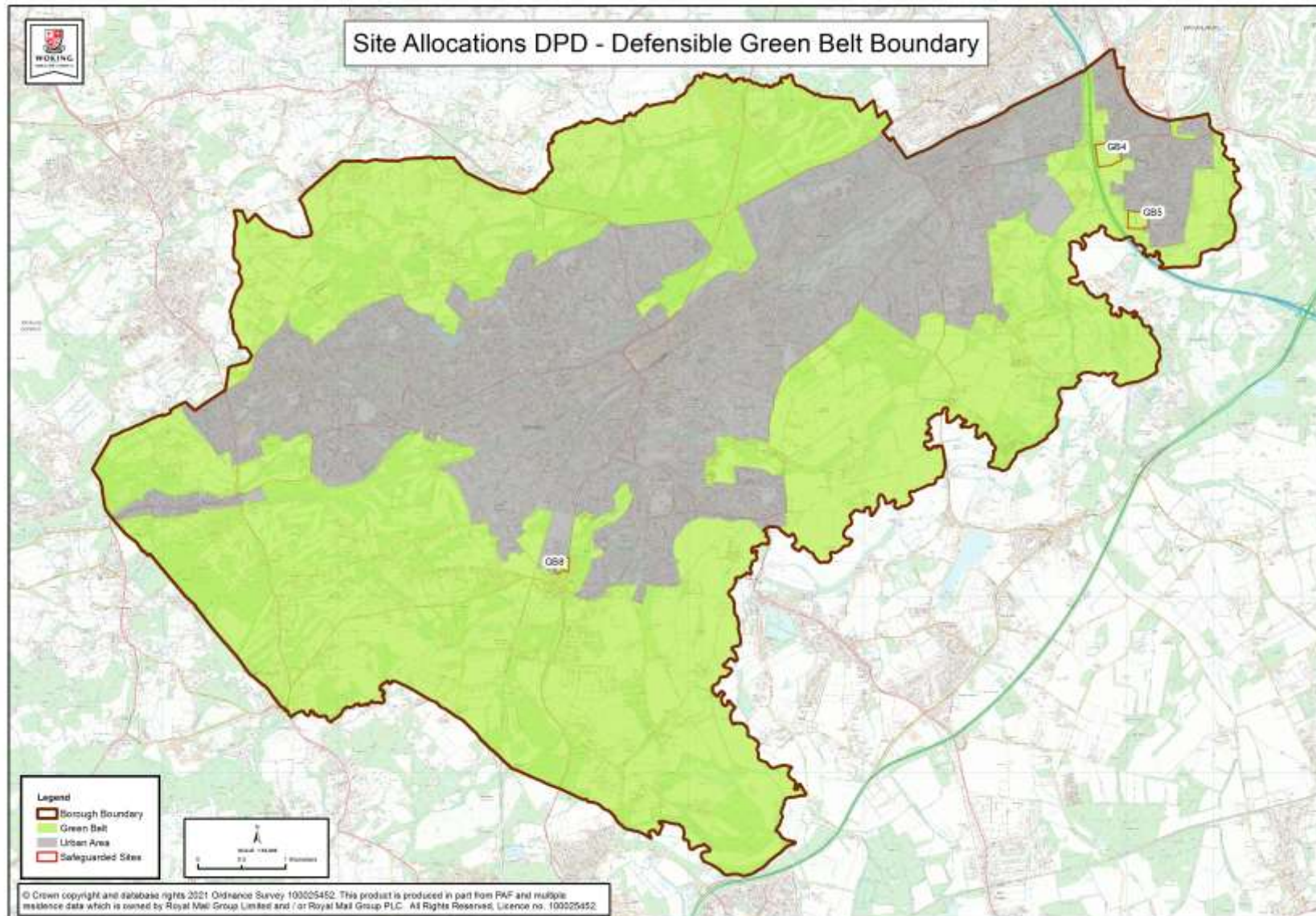
Climate change:

- Climate Change and Decentralised, Renewable and Low Carbon Evidence Base (2010)
- Climate Change Study (2011)
- Climate Change Strategy (2002)
- Woking 2050 (2015)
- Climate Change supplementary planning document (SPD) (2013)
- Air Quality Management Area (AQMA) re. Knaphill (2014)
- Climate Change Study (2010)

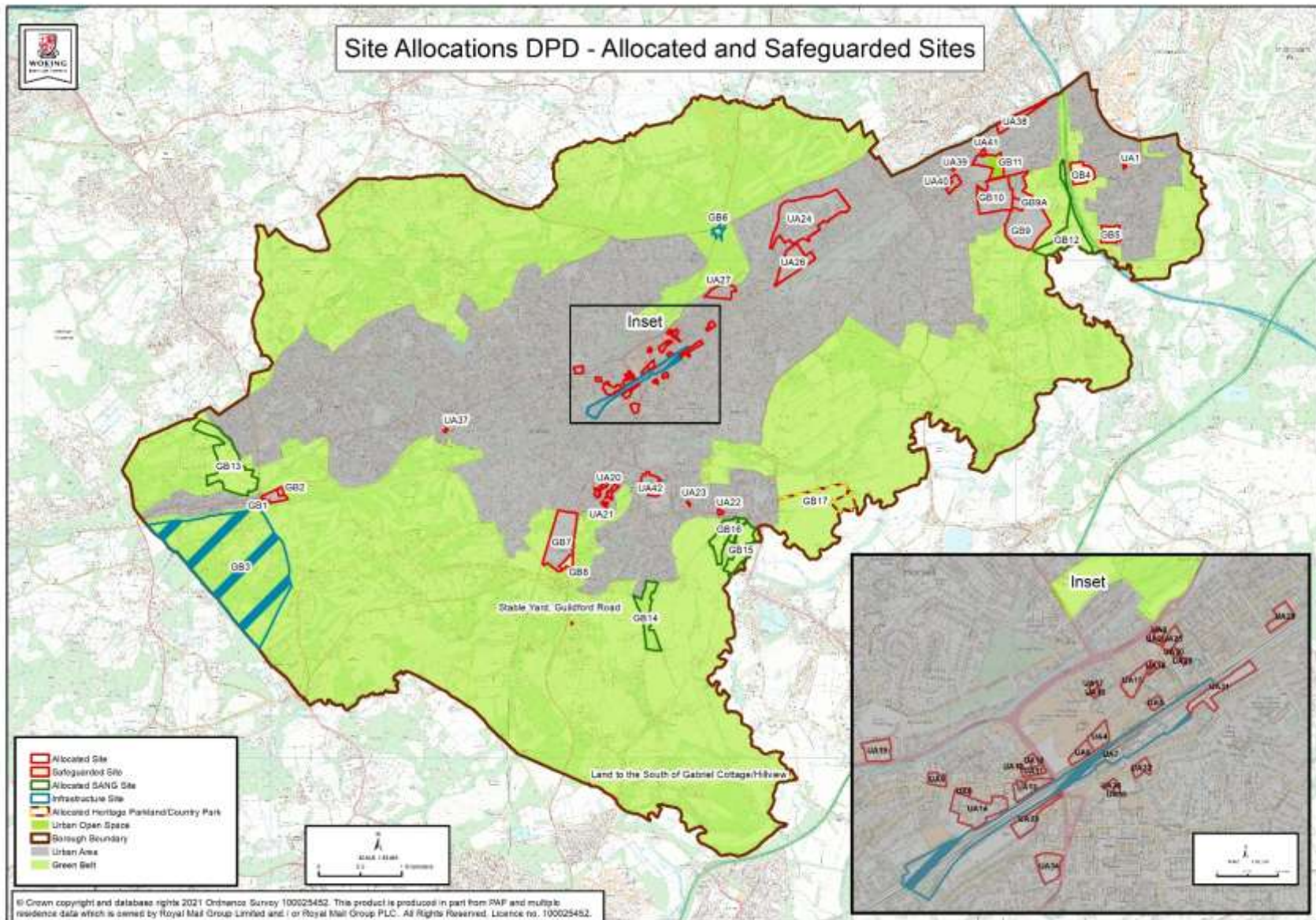
Social and community infrastructure:

- Social and Community Facilities Audit (draft)
- Social and Community Infrastructure Requirements Study Social and Community Infrastructure Requirements (2005, 2006)

Appendix 2 – Map showing new defensible Green Belt boundary



Appendix 3 – Map showing location of Proposal Sites



Appendix 4 – Table 5: Anticipated capacity of sites

Site Allocation ref. (n/a shows alternative sites)	Site address and reference	Development uses appraised	Development yields appraised
Urban Area – preferred options, recommended for allocation			
UA1	SHLAABWB012: Library, 71 High Road, Byfleet, KT14 7QN	Residential including Affordable Housing, replacement library, community use	12 dwellings (SHLAA, 2017), however the number of dwellings that can be accommodated on site is dependent on whether library is relocated elsewhere or replaced on site. Library/community floorspace re-provided.
UA2	SHLAACAN001: Trizancia House and Woodstead House, Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	50 dwellings (SHLAA, 2017) 4000 sqm net office floorspace (5000 sqm gross).
UA3	SHLAACAN035: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Residential including Affordable Housing, offices	14 dwellings (SHLAA, 2017) At least 1000 sqm net additional office floorspace (3000 sqm gross)
UA4	SHLAACAN006: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Residential including Affordable Housing, offices and retail	149 net additional dwellings 1600 sqm office floorspace Retail floorspace tbc
UA5	SHLAACAN002: The Cornerstone, The Broadway and Elizabeth House, Duke Street, GU21 5AS	Residential including Affordable Housing, offices	94 dwellings 1000 additional sqm office floorspace (6000 sqm gross).
UA6	SHLAACAN004: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Residential including Affordable Housing, offices, retail	It is anticipated that the site would yield 50 dwellings (SHLAA, 2017). 400 sqm net additional office floorspace (2000 sqm gross) Retail floorspace tbc

UA7	SHLAACAN031: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Site essential infrastructure – transport interchange hub to include plaza, bus interchange, railway flyover and taxi rank to south side of station, secure bike parking area within station facilities on south side and Brompton bike hire dock, improvements to bus interchange to north side of station, and improvements to Victoria Arch	Infrastructure
UA8	SHLAACAN033: The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Residential including Affordable Housing	43 dwellings (SHLAA, 2017)
UA9	SHLAASTJ002: 113-129 Goldsworth Road, Woking, GU21 6LR	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2017) Re-provision of existing office floorspace Retail floorspace tbc
UA10	SHLAA N/A: MVA and Select House, Victoria Way, Woking, GU21 6DD	Offices	At least 16,719 sqm office floorspace (16,719 sqm gross)
UA11	SHLAACAN028: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Retail, offices, residential including Affordable Housing	55 dwellings (SHLAA, 2017) 1200 sqm office floorspace (3000 sqm gross) Retail floorspace tbc
UA12	SHLAA N/A: Synergy House, 8 Church Street West, Woking, GU21 6DJ	Offices	900 sqm office floorspace (1000 sqm gross).
UA13	SHLAACAN027: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Residential, offices, retail and community use	125 dwellings (SHLAA, 2017) 1500 sqm additional office floorspace (10000 sqm gross) Retail floorspace tbc Community floorspace tbc
UA14	SHLAA N/A: Poole Road Industrial Estate, Woking, GU21 6EE	Offices, warehousing, new Energy Station Potential residential element	At least 49,000 sqm (gross) office floorspace.

UA15	SHLAACAN030: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	Community, leisure, offices, residential including Affordable Housing	67 dwellings (SHLAA, 2017) Leisure / community floorspace tbc Re-provision of the existing office floorspace
UA16	SHLAA N/A: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Offices	740 sqm additional office floorspace (1000 sqm gross).
UA17	SHLAACAN024: Griffin House, West Street, Woking, GU21 6BS	Offices	1000 sqm office floorspace (1700 sqm gross).
UA18	SHLAA N/A: Concord House, 165 Church Street East, Woking, GU21 6HJ	Offices	800 sqm office floorspace (1800 sqm gross).
UA19	SHLAAHOR001: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Residential including Affordable Housing	67 dwellings (SHLAA, 2017)
UA20	SHLAAHEA009 and SHLAAHEA010: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way and Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Residential including Affordable Housing	55 dwellings (SHLAA, 2017)
UA21	SHLAAHEA011: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, Woking, GU22 0BU	Residential including Affordable Housing	12 dwellings (SHLAA, 2017)
UA22	SHLAAHOE015: Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN	Residential including Affordable Housing	47 dwellings
UA23	SHLAAHOE019: Sherpa House, Kingfield Road, Kingfield, Woking, GU22 9EH	Residential, retail	10 dwellings (SHLAA, 2017) Retail floorspace tbc
UA24	SHLAACAN026: Land within Sheerwater Priority Place , Woking, GU21 5RE	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	572 dwellings retail floorspace tbc community floorspace tbc open space and leisure uses tbc

UA25	SHLAACAN016: 101-121 Chertsey Road, Woking, GU21 5BG	Residential including Affordable Housing, offices	104 dwellings (SHLAA, 2017) Re-provision of the existing office floorspace.
UA26	SHLAA N/A: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Industrial, warehousing, offices	If all the existing office use on the estate were to change to alternative B2/B8, 12000 sqm of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sqm B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.
UA27	SHLAA N/A: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5LY	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	At least 3600 sqm net/gross industrial/warehousing floorspace together with new road infrastructure.
UA28	SHLAACAN018: 29-31 Walton Road, Woking, GU21 5BX	Residential	10 dwellings (14 gross) (SHLAA, 2017)
UA29	SHLAACAN011: 95-105 Maybury Road, Woking, GU21 5JL	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	61 dwellings (SHLAA, 2017) Re-provision of existing office floorspace
UA30	SHLAACAN017: Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Residential including Affordable Housing, community facility (suitable for use by a youth group)	21 dwellings (SHLAA, 2017) Community facility – re-provision of existing floorspace
UA31	SHLAAMHM003: Car Park (East), Oriental Road, Woking, GU22 8BD	Residential including Affordable Housing and communal open space	250 net additional dwellings (SHLAA, 2017) Open space tbc
UA32	SHLAAMHM001: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Residential including Affordable Housing	88 dwellings (SHLAA, 2017)
UA33	SHLAAMHM005: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Residential including Affordable Housing	100 dwellings (SHLAA, 2017)

UA34	SHLAA N/A: Quadrant Court, Guildford Road, Woking, GU22 7QQ	Offices	1000 sqm net additional office floorspace
UA35	SHLAAMHM009: The Crescent, Heathside Crescent, Woking, GU22 7AG	Residential including Affordable Housing	10 dwellings
UA36	SHLAAMHM012: Somerset House, 1-18 Oriental Road, Heathside Crescent, Woking, GU22 7BG	Offices, residential including Affordable Housing	10 net additional dwellings (SHLAA, 2017) Office floorspace tbc
UA37	SHLAASTJ004: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	Residential including Affordable Housing	11 dwellings (SHLAA, 2017)
UA38	SHLAAWB003: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Industrial	10,000 sqm net/gross industrial floorspace (B2)
UA39	SHLAABWB021: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6NW	Retail, residential including Affordable Housing	12 dwellings (SHLAA, 2017) 181 sqm net additional/gross retail floorspace
UA40	SHLAABWB022: Land at Station Approach, West Byfleet, KT14 6NG	Retail, community (library), offices, retail, residential including Affordable Housing	It is anticipated that the site would yield 208 dwellings. Community floorspace tbc (including retained or replacement Library) Retail floorspace tbc Office floorspace tbc
UA41	SHLAABWB024: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Residential including Affordable Housing, community use	28 dwellings (SHLAA, 2017) Community floorspace tbc- re-provision of existing.
UA42	SHLAAHOE001: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	Football stadium, Residential including Affordable Housing, and commercial retail	93 dwellings Community/leisure uses (Football stadium with enhanced facilities) Retail floorspace tbc
Green Belt – preferred options, recommended for allocation			
GB1	SHLAAHEA006: Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Residential including Affordable Housing	93 dwellings (SHLAA, 2014)

GB2	SHLAAHEA007: Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Traveller pitches and Traveller transit site	6 pitches, 1 Traveller transit plot
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Cemetery, crematorium and other forms of disposal, conservation and enhancement of the historic assets of the site, creation of visitor facilities and museum and display space to explain all matters related to death and operational facilities such as secured storage	Infrastructure
GB4	SHLAABWB010: Land south of Parvis Road and High Road, Byfleet, KT14 7QL	To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD.	If necessary the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.
GB5	SHLAABWB011: Land to the south of Rectory Lane, Byfleet KT14 7NE	To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD.	If necessary, the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.
GB6	SHLAA N/A: Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Essential infrastructure; (junction upgrade and improvements)	Essential infrastructure
GB7	SHLAAHEA013: Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Residential including Affordable Housing, recreational/open space and education	118 dwellings Education – secondary school, up to 8 form entry Recreational/open space, including athletic track facility
GB8	SHLAAHEA024: Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	To meet long term development needs of the Borough. The precise details of the uses on the site will be defined as part of the review of the Core Strategy and/or Site Allocations DPD.	If necessary, the anticipated housing yield for the site will be determined as part of updates to the Core Strategy and/or Site Allocations DPD.

GB9 and GB9A	SHLAABWB030: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Residential including Affordable Housing, open space and landscaping	555 dwellings (SHLAA, 2017) 15 pitches 4.7 ha. open space
GB10	SHLAABWB018: Broadoaks, Parvis Road, West Byfleet, KT14 6LP	Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly	177 C3 dwellings, 155 C2 residential units and 900m2 of office floorspace
GB11	SHLAA N/A: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Urban open space	78ha open space to serve the school
GB12	SHLAA N/A: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Suitable Accessible Natural Greenspace (SANG)	15.43 hectare SANG
GB13	SHLAA N/A: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Suitable Accessible Natural Greenspace (SANG)	26 hectare SANG
GB14	SHLAA N/A: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	Suitable Accessible Natural Greenspace (SANG)	10.59 hectare SANG
GB15	SHLAA N/A: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.9 hectare SANG
GB16	SHLAA N/A: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.52 hectare SANG
GB17	SHLAA N/A: Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Uses to be decided	Site area to be decided

Appendix 5 – Table 6: Site Allocations DPD delivery of the Core Strategy

Table 6 below identifies the principal Core Strategy policies and strategic objectives that each site allocation will assist in delivering:

Core Strategy policies

CS1 A spatial strategy for Woking Borough
CS2 Woking Town Centre
CS3 West Byfleet District Centre
CS4 Local Neighbourhood Centres Shopping Parades
CS5 Priority Places
CS6 Green Belt
CS7 Biodiversity and nature conservation
CS8 Thames Basin Heaths Special Protection Areas
CS9 Flooding and water management
CS10 Housing provision and distribution
CS11 Housing mix
CS12 Affordable housing
CS13 Older people and vulnerable groups
CS14 Gypsies Travellers and Travelling Showpeople
CS15 Sustainable economic development
CS16 Infrastructure delivery
CS17 Open space green infrastructure sport recreation
CS18 Transport and accessibility
CS19 Social and community infrastructure
CS20 Heritage and conservation
CS21 Design
CS22 Sustainable construction
CS23 Renewable and low carbon energy generation
CS24 Woking's landscape and townscape

Core Strategy objectives

Objective 1 Diverse range of development in Woking Town Centre
Objective 2 Enable attractive and sustainable development of district and local centres
Objective 3 Enable provision of well designed homes
Objective 4 Protect integrity of the Green Belt
Objective 5 Enable a buoyant local economy
Objective 6 Lead the way in high quality sustainable development
Objective 7 Maintain and improve air and water quality
Objective 8 Encourage high quality design buildings neighbourhoods
Objective 9 Ensure provision of community infrastructure
Objective 10 Work in partnership with Surrey County Council other stakeholders
Objective 11 Provide integrated effective transport interchange
Objective 12 Preserve enhance cultural historic biodiversity geodiversity
Objective 13 Significantly reduce absolute and relative deprivation

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA1	Library, 71 High Road, Byfleet, KT14 7QN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA2	Trizancia House & Woodstead House, Chertsey Road	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
	6BW		
UA7	Woking Railway Station, car park and bus/rail interchange, High Street, Broadway and Station Approach, Woking, GU22 7AE	CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 11 Provide integrated effective transport interchange
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 3 Enable provision of well designed homes
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA13	30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy,
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, The Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure	Objective 5 Enable a buoyant local economy, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA16	Chertsey House, 61 Chertsey road, Woking, GU21 5BN	CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA17	Griffin House, West Street, Woking, GU21 6BS	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA18	Concord House, 165 Church Street East, Woking, GU21 6HJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
	Site 3), Barnsbury		
UA22	Ian Allan Motors, 63-65 High Street Old Woking, GU22 9LN	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA23	Sherpa House, Kingfield Road, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres,
UA24	Sheerwater Regeneration Scheme, Albert Drive, Woking, GU21 5RE	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS4 Local Neighbourhood Centres Shopping Parades	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA25	101-121 Chertsey Road, Woking, GU21 5BW	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	CS5 Priority Places, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	CS5 Priority Places, CS15 Sustainable economic development	Objective 13 Significantly reduce absolute and relative deprivation
UA28	29-31 Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA29	95-105 Maybury Road, Woking, GU21 5JL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA30	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	CS5 Priority Places, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 13 Significantly reduce absolute and relative deprivation, Objective 3 Enable provision of well designed homes
UA31	Car Park (East), Oriental Road, Woking, GU22 8BD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure delivery, CS17 Open space, green infrastructure, sport and recreation	Objective 3 Enable provision of well designed homes
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Woking, GU22 7QE	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA35	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS2 Woking Town Centre	Objective 1 Diverse range of development in Woking Town Centre, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS4 Local Neighbourhood Centres Shopping Parades	Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
UA39	Car Park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 3 Enable provision of well designed homes
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS19 Social and community infrastructure, CS3 West Byfleet District Centre	Objective 5 Enable a buoyant local economy, Objective 2 Enable attractive and sustainable development of district and local centres, Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS19 Social and community infrastructure	Objective 9 Ensure provision of community infrastructure, Objective 3 Enable provision of well designed homes
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure delivery, CS19 Social and community infrastructure, CS15 Sustainable economic development	Objective 3 Enable provision of well designed homes, Objective 9 Ensure provision of community infrastructure, Objective 5 Enable a buoyant local economy
GB1	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB2	Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD	CS6 Green Belt, CS10 Housing provision and distribution, CS14 Gypsies Travellers and Travelling Showpeople	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	CS6 Green Belt, CS16 Infrastructure delivery, CS20 Heritage and conservation	Objective 4 Protect integrity of the Green Belt, Objective 9 Provision of community infrastructure
GB4	Land south of Parvis Road and High Road, Byfleet, KT14 7QL	CS1 A spatial strategy for Woking Borough, CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB5	Land to the south of Rectory Lane Lane, Byfleet, KT14 7NE	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	CS6 Green Belt, CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 4 Protect integrity of the Green Belt
GB7	Nursery Land adjacent to Egley Road, Mayford, GU22 0PL	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS16 Infrastructure Delivery	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB9 and GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 4 Protect integrity of the Green Belt, Objective 3 Enable provision of well designed homes
GB10	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP	CS6 Green Belt, CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS20 Heritage and conservation;	Objective 4 Protect integrity of the Green Belt, Objective 5 Enable a buoyant local economy, Objective 3 Enable provision of well designed homes
GB11	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	CS6 Green Belt, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB13	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Proposal reference	Site address	Delivers Core Strategy policies (in addition to CS1, CS9, CS13, CS18, CS20, CS21, CS22, CS23, CS24 and CS25 which all are expected to deliver)	Delivers Core Strategy objectives (in addition to objectives 6, 7, 8, 10 and 12 to which all developments are expected to contribute)
GB14	Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS8 Thames Basin Heaths Special Protection Areas, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	CS6 Green Belt, CS7 Biodiversity and nature conservation, CS16 Infrastructure delivery, CS17 Open space green infrastructure sport recreation	Objective 4 Protect integrity of the Green Belt

Appendix 6 – Updates made to the DPD since initial publication at Regulation 18 consultation stage

Since the publication of the draft Site Allocations DPD for Regulation 18 and Regulation 19 consultation, there have been changes to the status of a number of the sites, as well as the removal or addition of sites as a result of updated evidence such as the SHLAA, consultation responses or granting of planning approval. This appendix provides a summary of all such updates.

Site references are from the Regulation 18 version of the DPD unless otherwise stated.

Sites under construction and/or delivered and/or unlikely to be delivered within the plan period:

- UA4 – Kings Court and Thomsen House, Church Street – Development has commenced;
- UA5 (Regulation 19 DPD reference) – The Cornerstone, The Broadway and Elizabeth House, Duke Street – development is likely to complete in spring 2021;
- UA6 – Land at Albion House, High Street – The site is being significantly refurbished and it is unlikely that it will be comprehensively redeveloped during the Core Strategy period as originally envisaged. Any redevelopment opportunity is likely to occur after this plan period;
- UA9 - Victoria Square development, Church Street West – site is under construction and will be near completion by the adoption of the DPD;
- UA10 - The Coign Church, 1 – 5 Church Street West and 5 – 19 Oaks Road – Proposal for mixed use to include residential (PLAN/2013/1207) has been withdrawn. New proposal for a new church currently being considered (PLAN/2018/0410);
- UA22 – Spectrum House, 56 Goldsworth Road – development has commenced;
- UA23 (Regulation 19 DPD reference) – Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW – development is delivered and is in accordance with the indicative yields quoted in the Site Allocations DPD;
- UA24 – Barratt House, 7-9 Chertsey Road – development has completed;
- UA25 – Goldsworth House – Denton Way, development has completed;
- UA27 – 73 Horsell Moor – development near completion and partially occupied;
- UA42 – 11-15 Guildford Road/Southern House/Jubilee House/Lynton House, Station Approach – likely to be delivered in years 11-15 i.e. beyond the plan period;
- UA41 (Regulation 19 DPD reference) – Car park to the east of Enterprise House, Station Approach, West Byfleet – development is nearing completion;
- UA44 - Former St Dunstons Church, White Rose Lane – site is under construction and is likely to be completed by the adoption of the DPD;
- GB7 – Ten Acre Farm, Smarts Heath Road, Mayford – alternative development uses granted planning permission on site.

With the exception of UA5 and UA41 (Regulation 19 DPD reference), these sites have been deleted from the Site Allocations DPD. Where relevant, estimated yields will be reflected in the residual amount of land that has to be identified to meet development requirements.

Sites that have been partially delivered:

- UA26 (Regulation 19 DPD reference) – at 121 Chertsey Road, 25 dwellings have been delivered under permissions PLAN/2018/1301 and PLAN/2018/1320. At 111 Chertsey Road, 58 dwellings have been delivered under permissions PLAN/2019/0038 and PLAN/2018/1167. At 101-107 Chertsey Road, development is underway to deliver 22 dwellings under permission PLAN/2019/1156.
- UA27 (Regulation 19 DPD reference) – Forsyth Road Industrial Estate – River Court and Wells Court, within the allocation, are substantially complete through a series of prior approvals from office to residential. The loss of employment land is not significant enough to undermine the Council's economic objectives and requirements. The allocated quantity of industrial/warehousing floorspace should remain to assist with delivery of the plan's requirements, as assessed in the Employment Topic Paper (2018).
- UA37 – 1 – 5 Elliot Court, north Road, land to the rear of 1 to 3 North Road and 95 – 105 Maybury Road – Development of part of the site (1-5 Elliot Court) is near completion.
- UA37 (Regulation 19 DPD reference) – Owen House and the Crescent, Heathside Crescent, Woking, GU22 7AG – development of part of the site (Owen House) is completed. The extent of the site has been amended to reflect partial delivery under development reference PLAN/2017/0644 (Former St Dunstan's Church). Indicative yield has been decreased to 10 as only The Crescent part of the site remains.
- GB7 (Regulation 19 DPD reference) – Nursery Land adjacent to Egley Road, Mayford, GU22 0PL – the release of part of this land for a school has been supported, and a secondary school opened in September 2018. The site allocation has been amended accordingly.

Sites that are at a very early stage of commencement:

- UA22 (Regulation 19 DPD reference) – Ian Allan Motors, 63-65 High Street Old Woking – Redevelopment of the site for 47 net additional dwellings is at an early stage of commencement.
- UA25 (Regulation 19 DPD reference) - Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE – development under PLAN/2018/0337 has commenced and will result in the delivery of 570 net additional dwellings
- UA26 (Regulation 19 DPD reference) – 101-121 Chertsey Road, Woking, GU21 5BG – development of part of the site has commenced under PLAN/2018/1301 and PLAN/2018/1320; and 121 Chertsey Road is being redeveloped for a cumulative total of 25 dwellings
- UA38 – Walton Road Youth Centre, Walton Road.
- UA50 – Car park to east of Enterprise House, station Approach, West Byfleet.
- GB11 - (Regulation 19 DPD reference) – Broadoaks, Parvis Road, West Byfleet, KT14 6LP – development has commenced under PLAN/2018/0359 for 177 dwellings (C3 use class), 75 assisted living units (C2 use class), and 80-bed care home (C2 use class) and a new 900sqm office building (B1 use class).

These sites have been retained in the Site Allocations DPD.

New sites identified as a result of the Regulation 18 consultation and Regulation 19 consultation that are recommended to be include in the DPD:

- Land at Woking Football Club – mixed-use development to include a replacement football stadium, residential (including Affordable Housing), and commercial retail uses;
- Land at Brookwood Cemetery – for use as a cemetery, crematorium and other forms of disposal, for conservation and enhancement of the historic assets of the site, and for creation of appropriate ancillary facilities including provision for visitors, a museum and display space, and operational facilities.

New sites identified in the revised SHLAA that are recommended to be included in the DPD:

- Ian Allan Motors, 63 – 65 High Street, Old Woking – Outline permission for the demolition of all existing buildings and the erection of 24 residential units. The proposal is likely to be delivered within the Core Strategy period. It is proposed to include the site in the DPD.

Sites where relevant planning permissions have been granted:

- UA14 (Regulation 19 DPD reference): Poole Road Industrial Estate, Woking, GU21 6EE – permission has been granted for a 2,658sqm energy centre (PLAN/2018/1362);
- UA42 (Regulation 19 DPD reference) - Land at Station Approach, West Byfleet, KT14 6NG – permission has been granted for a mixed use development, including up to 5,000sqm GIA of retail and leisure uses, up to 20,000sqm GIA of commercial use and up to 20,500sqm GIA residential or a maximum of 255 units. The indicative yield will be adjusted accordingly to represent likely delivery of 208 net additional dwellings.

Site with planning approval/resolution to grant planning permission not recommended to be allocated:

- Britannia Wharf, Monument Road – Site has permission for demolition of the existing building and construction of an 82 bed care home. The site also has a life application for the partial demolition and extension of existing building to create 52 flats (C3). It is likely that one of these proposals will be implemented during the Core Strategy period. Given that the site is in the Green Belt and its development has to be justified by very special circumstances, it is not intended to allocate it in the Site Allocations DPD;
- Land at Bradfield Close and 7 York Road, GU22 7XH – subsequent to being allocated in the Regulation 19 DPD (reference UA36) it has become evident that part of the site is unavailable for development. The site is therefore not recommended for allocation and has been removed from the DPD.

Prior approvals:

- Regent House, 19 – 20 Broadway – prior approval granted for change of use from office to 15 flats;
- Grosvenor Court, Hipley Street – prior approval granted for change of use from office to 19 flats;

- Premier House, 15 – 19 Church Street – prior approval granted for change of use from office to 29 flats;
- Church Gate, 9 – 11 Church Street West – prior approval granted for change of use from office to 32 flats.

Given that the planning approvals were by prior approval, and the proposals would lead to the loss of employment land, it is not intended to allocate them in the DPD. However, It is acknowledged that they could still be delivered and when they do, will be counted towards the overall housing land supply.

Update on evidence base studies:

- A320 Corridor Study – A joint study with Surrey Heath and Runnymede Borough Councils to assess the cumulative quantum and distribution of vehicular trips from development proposals in Runnymede, Surrey Heath and Woking boroughs and forecast impact on the A320 corridor. The study develops a preferred package of mitigation measures to address/or minimise the impact of the proposed growth to enable delivery of the developments.
- Woking local Plan – Potential mitigation – The study develops measures of mitigation to address forecast development impacts on the A245 corridor.
- Woking Borough Council Site Allocations DPD – Habitats Regulations Assessment (HRA) – Study updates previous HRA following the People Over Wind and Sweetman v Coillte Teoranta EUCJ judgement.
- Review of the Infrastructure Delivery Plan.
- Review of the Strategic Housing Land Availability Assessment.
- Revised Sustainability Appraisal.
- Retail Topic Paper (2019 update).
- Habitat Regulations Assessment (HRA) Addendum to accompany Main Modifications consultation.
- Sustainability Appraisal (SA) Addendum to accompany Main Modifications consultation.
- Annual Monitoring Report (2019/20 update).
- Surrey Waste Local Plan (2019-2033).

Appendix 7 - Glossary of terms and abbreviations

Affordable Housing – homes with an element of public subsidy provided by either the private or public sector to make costs affordable for households on a low or moderate income. Includes social rented, intermediate, and affordable rent housing. A fuller definition is provided in the Core Strategy.

Annual Monitoring Report (AMR) – the Council produces an AMR each year to assess the performance and effects of the Local Development Documents.

Biodiversity Opportunity Areas (BOA) – a broad landscape designation that encompasses a spatial concentration of important wildlife conservation sites, and represents a wider area where improved habitat management, restoration and re-creation will be most effective to benefit recovery of declining wildlife species. They are therefore the basis for achieving a coherent and resilient ecological network in Surrey

Brownfield land – see Previously Developed Land.

Communities and Local Government (CLG) – the Government department preparing national planning policy and guidance.

Core Strategy – sets out the long-term vision for the Borough. The Core Strategy for Woking Borough was adopted in October 2012. It provides the main strategic policies and proposals to deliver that vision.

Development Management Policies – a Development Plan Document (DPD) that provides detailed local planning policies to support delivery of the Core Strategy.

Development Plan Document (DPD) – Local Development Documents (LDD) documents containing the core planning policies and proposals. These are subject to independent examination. Woking Borough Council is intending to prepare the following DPDs: Core Strategy, Development Management DPD, Site Allocations DPD and Proposals Map.

Development proposals – development schemes in preparation, the subject of a planning application or planning decision.

Dwellings per hectare (dph) – measure of residential development density. Core Strategy Policy CS10 – *Housing provision and distribution* sets out indicative density ranges for different parts of the Borough.

Greenfield land – land or a defined site (usually garden land or farmland), that has not previously been developed. The full definition used by the Council is provided in the [National Planning Policy Framework](#). Additional guidance on local interpretation is provided in the [Affordable Housing Delivery SPD](#).

Habitat Regulations Assessment (HRA) – also known as Appropriate Assessment. HRAs are used to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, or Natura 2000 sites. The need for HRA is set out within the EC Habitats Directive 92/43/EEC and transposed into British Law by Regulation 102 of the Conservation of Habitats and Species Regulations 2010.

Local Development Document (LDD) – documents providing the framework for planning in the Borough and guiding planning decisions. Comprises development plan documents,

supplementary planning documents and Statement of Community Involvement i.e. both statutory and non-statutory documents.

Local Planning Authority – a council’s planning service. For this area the Local Planning Authorities for most types of development is Woking Borough Council. Surrey County Councils is responsible for planning matters such as waste and minerals planning.

Local Transport Plan (LTP) – transport plan prepared by the Local Highway Authority, for this area this is Surrey County Council.

National Planning Policy Framework (NPPF) – sets out the Government’s vision for sustainable development through a set of economic, environmental and social planning policies.

National Planning Practice Guidance (NPPG) – sets out the Government’s advice on economic, environmental and social planning matters.

Previously Developed Land – 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. The full definitions used by the Council are provided in the [National Planning Policy Framework](#) and in the [Core Strategy](#). Additional local guidance on interpretation is provided in the [Affordable Housing Delivery SPD](#).

Safeguarded Site – Land that will be removed from the Green Belt for future development needs. Safeguarded sites will continue to be protected by Green Belt policy and will only be released for development through a review of either the Core Strategy or Site Allocations DPD.

Site allocation – identification of a site for future development, for a specified use or mix of uses, through a Development Plan Document.

Site Allocations DPD – the document through which site allocations are made.

Site of Nature Conservation Importance (SNCI) – Surrey’s ‘Local Wildlife Sites’, a non-statutory designation affording protection through appropriately-applied planning policy to sites selected for their important wildlife habitats and/or species populations, that can be close to or equivalent quality to statutory-protected Site of Special Scientific Interest (SSSI).

Special Protection Area (SPA) – Areas which support significant numbers of ground nesting birds and their habitats. SPAs are classified under the Birds Directive.

Specialist accommodation - dwellings for people with special needs, including elderly persons, persons with mental or physical needs or temporary accommodation. There are certain types of residential accommodation, which cater for sectors of the community with specific needs. These are often related to the more vulnerable members of society, or those who would benefit from a higher level of on-site support. This need can be divided into two broad groupings – the growing elderly population, and those who may need specialist social support.

Strategic Environment Assessment (SEA) - an environmental assessment of plans and programmes, including Development Plan Documents. A system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred

to as Strategic Environmental Impact Assessment. The specific term Strategic Environmental Assessment relates to European Union policy.

Strategic Housing Land Availability Assessment (SHLAA) - research that identifies specific deliverable and developable sites, to demonstrate how the level of housing supply set out in the adopted Core Strategy is to be achieved.

Strategic Housing Market Assessment (SHMA) - an assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographics.

Suitable Alternative Natural Greenspace (SANG) - informal public recreation space to mitigate the impacts of residential development in Woking Borough upon the European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

Supplementary Planning Document (SPD) – non-statutory documents that expand upon policies and proposals in development plan documents (DPDs), guiding the delivery of development and the principles set out in the Core Strategy. Unlike Development Plan Documents, SPDs do not form part of the statutory development plan.

Sustainability Appraisal - a social, economic and environmental assessment primarily used for DPDs, incorporating the requirements of the Strategic Environmental Assessment (SEA) Directive. Sustainability appraisal assesses the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable development - the core principle underpinning the planning system, as set out in the National Planning Policy Framework (NPPF). This means meeting the needs of the present without compromising the ability of future generations to meet theirs.

Transit site – a temporary stopping place for Travellers.

Traveller - the term 'traveller' is used to refer to Gypsies, Travellers, and Travelling Showpeople

Viability - the economic viability of a scheme, assessed through a financial appraisal process of costs and values.