



COUNCIL

18 October 2018

To: The Mayor and Members of
WOKING BOROUGH COUNCIL

SUMMONS TO A MEETING

You are hereby summoned to attend an ORDINARY MEETING of the COUNCIL to be held in the Council Chamber, Civic Offices, Gloucester Square, Woking on THURSDAY, THE EIGHTEENTH DAY OF OCTOBER 2018 at 7.00 pm to transact the business specified in the agenda overleaf.

RAY MORGAN
Chief Executive

Civic Offices,
Woking

NOTE: Filming Council Meetings

Please note the meeting will be filmed and will be broadcast live and subsequently as an archive on the Council's website (www.woking.gov.uk). The images and sound recording will also be used for training purposes within the Council. Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed.



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AGENDA

1. MINUTES.

To approve the minutes of the Meeting of the Council held on 26 July 2018, as published.

2. APOLOGIES FOR ABSENCE.

3. MAYOR'S COMMUNICATIONS.

4. URGENT BUSINESS.

To consider any business which the Chairman rules may be dealt with under Section 100B(4) of the Local Government Act 1972.

5. DECLARATIONS OF INTEREST.

To receive declarations of disclosable pecuniary and other interests from Members and Officers in respect of any item to be considered at the meeting.

In accordance with the Members' Code of Conduct, the Leader of the Council, Councillor D J Bittleston, Councillor A Azad, Councillor Mrs B A Hunwicks and Councillor C S Kemp will declare a non-pecuniary interest in any items under which the Thamesway Group of Companies is discussed, arising from their positions as Directors of the Thamesway Group of Companies. The interest is such that speaking and voting are permissible.

In accordance with the Members' Code of Conduct, Councillor D J Bittleston will declare a non-pecuniary interest in any items under which the Victoria Square Development is discussed, arising from his position as a Director of Victoria Square Woking Limited. The interest is such that speaking and voting are permissible.

In accordance with the Members' Code of Conduct, Councillor G S Cundy will declare a non-pecuniary interest in any items under which the Brookwood Cemetery is discussed, arising from his position as a Director of Woking Necropolis and Mausoleum Limited, Brookwood Park Limited and Brookwood Cemetery Limited. The interest is such that speaking and voting are permissible.

In accordance with Officer Procedure Rules, the Chief Executive, Ray Morgan, and Deputy Chief Executive, Douglas Spinks, will declare an interest in any items under which the Thamesway Group of Companies is discussed, arising from their positions as Directors of the Thamesway Group of Companies. The interest is such that speaking is permissible.

In accordance with Officer Procedure Rules, the Chief Executive, Ray Morgan, will declare an interest in any items under which the Victoria Square Development is discussed, arising from his position as a Director of Victoria Square Woking Limited. The interest is such that speaking is permissible.

In accordance with Officer Procedure Rules, the Chief Executive, Ray Morgan, and the Deputy Chief Executive, Douglas Spinks, will declare an interest in any items under which Export House is discussed, arising from their positions as Directors of Export House Limited. The interest is such that speaking is permissible.

In accordance with Officer Procedure Rules, the Deputy Chief Executive, Douglas Spinks, will declare an interest in any items under which Brookwood Cemetery is discussed, arising

from his position as a Director of Woking Necropolis and Mausoleum Limited, Brookwood Park Limited and Brookwood Cemetery Limited. The interest is such that speaking is permissible.

In accordance with Officer Procedure Rules, the Chief Executive, Ray Morgan, will declare an interest in any items under which Dukes Court is discussed, arising from arising from his position as a Director of Dukes Court Owner T S a r l. The interest is such that speaking is permissible.

6. QUESTIONS.

To deal with written questions submitted by Members under Standing Order 8.1. Copies of the questions and of the draft replies (which are subject to amendment by the Leader of the Council) will be laid upon the table.

7. RECOMMENDATIONS OF THE EXECUTIVE. WBC18-022 (Pages 7 - 10)

To receive and consider recommendations from the Executive.

7a. Business Rates Recovery Policy

7b. Council Tax Recovery Policy

7c. Medium Term Financial Strategy (MTFS) Investment Strategy Update

7d. Proposed Restrictions to Control the Repair of Vehicles on the Public Highway

7e. Housing Revenue Account Medium Term Financial Strategy

8. SITE ALLOCATION DEVELOPMENT PLAN DOCUMENT (DPD). WBC18-020 (Pages 11 - 452)

9. LOCAL DEVELOPMENT SCHEME (LDS). WBC18-024 (Pages 453 - 486)

10. REVIEW OF WOKING CORE STRATEGY. WBC18-021 (Pages 487 - 518)

11. TREE STRATEGY AND TREE MANAGEMENT POLICIES. WBC18-025 (Pages 519 - 582)

12. NOTICES OF MOTION.

To deal with the following motion received in accordance with Standing Order 5.0. Any further motions received before the deadline has passed for the receipt of motions will be published and a copy of the list will be tabled at the meeting.

Councillor K Howard

“I propose that chewing gum recycling receptacles be placed at strategic locations around the town centre to (1) encourage more recycling and (2) reduce the amount of gum that gets dropped on the paving.

Chewing gum not only leaves unsightly, sticky spots on the paving but is also difficult and expensive to remove. There are companies (such as Gumdrop) that will provide the bins and do the recycling at a reasonable cost.”

13. EXCLUSION OF PRESS AND PUBLIC.

The Mayor will move, and the Deputy Mayor will second:-

"That the press and public be excluded from the meeting during consideration of item 14 in view of the nature of the proceedings that, if members of the press and public were present during this item, there would be disclosure to them of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A, to the Local Government Act 1972."

Paragraph 3 – Information relating to the financial or business affairs of any particular person (including the authority holding that information).

PART II – PRESS AND PUBLIC EXCLUDED

14. RECOMMENDATIONS OF THE EXECUTIVE. WBC18-023 (Pages 583 - 584)

14a. Medium Term Financial Strategy (MTFS) Investment Strategy Update.

14b. School Place Provision.

AGENDA ENDS

Date Published - 10 October 2018

Note: At the close of the meeting the Worshipful the Mayor, Councillor Forster, would like to invite the following to join him in the parlour:-

Councillors Azad, Aziz, Barker, Bittleston, Bond, Boote, Bowes, Bridgeman, Chrystie, Howard, Hunwicks, Hussain, Johnson, Mohammed, Morales, Raja and Rana together with Officers attending the meeting.

COUNCIL – 18 OCTOBER 2018

RECOMMENDATIONS OF THE EXECUTIVE

The Council is invited to consider the recommendations from the meetings of the Executive held on 13 September and 11 October 2018 and determine accordingly.

EXECUTIVE – 13 SEPTEMBER 2018

The extracts from the minutes of the meeting of the Executive on 13 September 2018 are set out below.

1. BUSINESS RATES RECOVERY POLICY EXE18-052

The Portfolio Holder for Revenue Collection, Councillor Azad, introduced the report which sought approval of the Executive to recommend to Council the adoption of the Business Rates Recovery Policy. The Portfolio Holder confirmed that all people who received business rates bills were treated equally during the billing, collection and recovery process. The Executive noted that the Revenues Team worked hard to engage with residents.

Following a question, the Executive was informed that business rates write-offs were dependant on individual circumstances and not amounts.

RECOMMENDED TO COUNCIL

That (i) the Business Rates Recovery Policy, attached at Appendix 1 to the report, be approved; and

(ii) the Policy be implemented with immediate effect.

Reason: To recommend that Council adopts the Policy in order to increase business rates collection levels further.

2. COUNCIL TAX RECOVERY POLICY EXE18-053

The Portfolio Holder for Revenue Collection, Councillor Azad, introduced the report which sought approval of the Executive to recommend to Council the adoption of the Council Tax Recovery Policy. The Portfolio Holder confirmed that, as explained under the Business Rates Recovery Policy earlier on the agenda, all people who received council tax bills were treated equally during the billing, collection and recovery process. The Executive was informed that the recovery methods set out in both policies were prescribed in legislation. The importance of engagement was highlighted and it was noted that the Revenues Team worked hard to engage with residents.

RECOMMENDED TO COUNCIL

That (i) the Council Tax Recovery Policy, attached at Appendix 1 to the report, be approved;

(ii) the Policy be implemented with immediate effect; and

(iii) the Finance Director be delegated authority to issue civil penalties under Schedule 3 to the Local Government Finance Act 1992 (and subsequent Orders).

Reason: To recommend that Council adopts the Policy in order to increase Council Tax collection levels further.

EXECUTIVE – 11 OCTOBER 2018

The following recommendations have been taken from the reports to be considered by the Executive at its meeting on 11 October 2018. Extracts from the minutes of the meeting of the Executive will be tabled at Council.

3. MEDIUM TERM FINANCIAL STRATEGY (MTFS) INVESTMENT STRATEGY UPDATE

The Executive is requested to:

RECOMMEND to Council That

- (i) **the Medium Term Financial Strategy (MTFS) Investment Strategy Update report be approved and the Executive be authorised to continue to prepare an Investment Strategy for future consideration which would generate sufficient income to avoid reduction in services for local people;**

and

RESOLVE That

- (ii) **the acquisition of CMS House, initially funded by the opportunity purchases budget, be allocated to the Investment Programme MTFS Investment Strategy budget.**

Reasons for Decision

Reason: The decision is sought to set the framework for Officers to develop the detailed budget for 2019/20 and further proposals for consideration, in due course, by the Council to ensure the medium term financial stability of the Council in the context of its objective to support growth and to maintain services for local people.

4. PROPOSED RESTRICTIONS TO CONTROL THE REPAIR OF VEHICLES

The Executive is requested to:

RECOMMEND TO COUNCIL That

the level of fixed penalty notices shall be set at £100 per penalty notice where it is considered that a person has committed an offence under Part 2 of section 4 of the Clean Neighbourhoods and Environment Act 2005.

Reasons for Decision

Reason: The proposed penalty of £100 is in accordance with the requirements of the Clean Neighbourhoods and Environment Act 2005.

5. HOUSING REVENUE ACCOUNT MEDIUM TERM FINANCIAL STRATEGY

Recommendations

The Executive is requested to:

RECOMMEND to Council That

the Housing Revenue Account Medium Term Financial Strategy report be approved.

Reasons for Decision

Reason: To approve the proposed use of HRA resources and set a framework for preparing the detailed revenue and Housing Investment Programme budgets for 2019/20 onwards.

Background Papers:

None

Reporting Person:

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Portfolio Holder:

Cllr David Bittleston
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Date Published:

10 October 2018

REPORT ENDS

COUNCIL – 18 OCTOBER 2018

SITE ALLOCATION DEVELOPMENT PLAN DOCUMENT (DPD)

Executive Summary

The Council at its meeting on 20 October 2016 resolved that before it decided on the preferred approach to the safeguarding of Green Belt land to meet future development needs between 2027 and 2040, a further public consultation exercise should be undertaken in respect of the possibility of substituting the six sites safeguarded in the draft Site Allocations DPD with land to the east of Martyrs Lane. The Sites that are proposed to be substituted are in Mayford, Pyrford and Byfleet. A Map showing the locations of the six sites together with the land east of Martyrs Lane is in Appendix 1. Members also requested that Officers revisit the suitability of Ten Acre Farm to meet the accommodation needs of Travellers. Officers have undertaken the consultation and reviewed the available evidence on meeting Travellers accommodation needs.

Based on the analysis of the representations received and the review of the available evidence, on the binary choice of whether the six sites should be substituted by the land east of Martyrs Lane, Officers are recommending that the six safeguarded sites except site GB13: land east of Upshot Lane and south of Aviary Road, Pyrford should continue to be the Council's preferred approach to safeguarding for the purposes of the Regulation 19 consultation. The safeguarding of the land east of Martyrs Lane will carry far greater risk of being found unsound and might not be able to withstand scrutiny at an examination when compared with other alternatives. Regarding the suitability of Ten Acre Farm for Travellers accommodation, Officers are recommending that the site should no longer be allocated.

Officers reported their conclusions and recommendations to the LDF Working Group at its meeting on 5 September 2018. The Officers report sets out the main issues raised by the representations, how Officers have responded to them, the evidence base that has informed the Officers conclusions, the full reasons for rejecting Martyrs Lane and the policy context within which the representations have been considered. A copy of the Officers' report to the Working Group is attached at Appendix 2. It is not intended to repeat the details of the Officers' report to the Working Group. Members are therefore encouraged to read the report in full to understand the reasoning behind the Officers' recommendations.

The Working Group accepted the Officers' recommendation not to safeguard the land east of Martyrs Lane. The Group also accepted the recommendation not to allocate Ten acre Farm as a Travellers' site, and supported the Officers revised proposal for meeting the accommodation needs of Travellers. However, regarding the safeguarding of the six sites and on the DPD as a whole, the Group resolved to make the following key conclusions:

- There are exceptional circumstances which justifies revising the Green Belt boundary in the locations set out within the draft Site Allocations DPD so as to meet the need for homes, infrastructure and Suitable Alternative Natural Greenspace (SANGs) from 2022 to 2027;
- Exceptional circumstances do not exist so as to justify the release of the proposals in Pyrford and Mayford from the Green because the use of those sites for residential development will conflict with both local and national planning policies;
- To ensure the enduring permanence of the Green Belt boundary, the Group was satisfied that exceptional circumstances have been demonstrated to justify the release of the two sites in Byfleet from the Green Belt and for their safeguarding to meet development needs into the next plan period.

Site Allocation Development Plan Document (DPD)

In the main, the Group recommended that only the two Green Belt sites in Byfleet should be released from the Green Belt and be safeguarded to meet future development needs between 2027 and 2040. The Working Group has provided clear and detailed reasons for their conclusions and recommendation and this is attached as Appendix 3. The recommendations of this report as set out below incorporate the proposed changes made by the Working Group. The Minute of the Working Group's meeting is in Appendix 4. A copy of the draft Site Allocations DPD is attached at Appendix 5. Subject to Council agreeing the recommendations of the report, the DPD will amended to reflect the proposed changes and be published for Regulation 19 consultation in November 2018.

Recommendations

The Council is requested to:

RESOLVE That

- (i) the various responses to the consultation on the possibility of substituting the land east of Martyrs Lane for the six sites in Pyrford, Mayford and Byfleet identified for safeguarding in the draft Site Allocations DPD together with Officers' response and recommendations be noted. The Officers' response with recommendations are in the Members' Lounge for inspection;
- (ii) save as for proposal sites GB9 (land north east of Saunders Lane), GB10 (land to the north west of Saunders Lane) and GB11 (land to the rear of 79 – 95 Lovelace Drive) which not are to be released from the Green Belt in order to be safeguarded for future development needs or otherwise, the draft Site Allocations DPD (see Appendix 5) and the accompanying Sustainability Appraisal report and the Habitats Regulations Assessment (copies in the Members' Lounge) be supported for the purposes of Regulation 19 consultation to give the public an opportunity to make formal representation;
- (iii) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD and its supporting Sustainability Appraisal report, including the presentation of the documents and any updates on the status of the proposed sites before they are published for Regulation 19 consultation;
- (iv) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to oversee the preparation and approval of the following accompanying Submission Documents which will be sent to the Secretary of State for Examination – the Consultation Statement, the Duty to Cooperate Statement and Equality Impact Assessment Statement; and
- (v) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD and its supporting documents to reflect any further changes to national planning policy.

The Council has the authority to determine the recommendations set out above.

Site Allocation Development Plan Document (DPD)

- Background Papers:** Woking Core Strategy
Local Development Scheme (2016).
Draft Site Allocations DPD (Regulation 18 version)
Representations received during the draft Site Allocations DPD
Regulation 18 consultation with Officers response
Report on the draft Site Allocations DPD to the Working Group on 5
September 2018
Statement of Community Involvement (2015)
National Planning Policy Framework (NPPF)
Planning and Compulsory Purchase Act 2004
The Town and Country Planning (Local Planning) (England) Regulations
2012
- List of Appendices** Appendix 1 – Map showing location of proposed safeguarded sites
Appendix 2 – Officers report to Working Group on 5 September 2018
Appendix 3 – Reasons for the proposed recommendation by the
Working Group
Appendix 4 – Minute of Working Group meeting
Appendix 5 – Draft Site Allocations DPD
- Reporting Person:** Douglas Spinks, Deputy Chief Executive
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- Date Published:** 10 October 2018

1.0 Introduction

1.1 The Council at its meeting on 20 October 2016 received a report on the responses to the Regulation 18 consultation of the draft Site Allocations DPD, the Sustainability Appraisal and the Habitats Regulations Assessment. The Council resolved that before it makes a decision on the draft DPD that it wishes to publish for Regulation 19 consultation, a further bespoke public consultation exercise should be undertaken in respect of the possibility of substituting the following proposed safeguarded sites in the draft Site Allocations DPD to meet future development needs between 2027 and 2040 with the land east of Martyrs Lane:

- Land to the south of Parvis Road, Byfleet;
- Land to the south of Rectory Lane, Byfleet;
- Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford
- Land to the north west of Saunders Lane, Mayford;
- Land rear of 79 – 95 Lovelace Drive, Teggs Lane, Pyrford; and
- Land east of Upshot Lane and south of Aviary Road, Pyrford.

1.2 The consultation took place between 6 January and 27 March 2017. A total of 32,164 separate representations were received from 3,018 individuals, organisations and resident groups. Of the 3,018 individuals and organisations that made representations, about 2,445 objected to the possibility of safeguarding the land east of Martyrs Lane. The representations covered a range of broad issues as well as site specific matters. A summary of the main issues are covered in detail in the Officers report to the Working Group. Officers have comprehensively responded to each representation with recommendations in the following documents, which are all in the Members' Lounge for inspection:

- Woodham and Horsell Neighbourhood Forum Issues and Response Topic Paper;
- Duty to Cooperate Bodies Topic Paper; and
- The summary of representations with Officers' response and recommendation.

1.3 Based on the analysis of the representations and a review of the available evidence, Officers recommended that the sites in Byfleet, Pyrford and Mayford as listed above with the exception of the land east of Upshot Lane and south of Aviary Road in Pyrford should continue to be the Council's preferred approach to safeguarding for the purposes of the Regulation 19 consultation. The safeguarding of the land east of Martyrs Lane will carry far greater risk of being found unsound and might not be able to withstand scrutiny at a Public Examination when compared against other alternative. Members should note from the report they received in October 2016 that the Working Group is content with the sites that are identified in the draft Site Allocations DPD to meet the development requirements of the Core strategy up to 2027. For the avoidance of doubt, these include:

- All the site identified within the urban area;
- Land south of Brookwood Lye Road, Brookwood;
- Land at Five Acres, Brookwood Lye Road;
- Brookwood Cemetery;

- Six Crossroads roundabout and environs;
- Nursery land adjacent to Egley Road, Mayford;
- Land surrounding West Hall, Parvis Road;
- Broadoaks, Parvis Road; and
- Land identified for the purposes of SANG.

1.4 Officers reported their conclusions and recommendations to the LDF working Group at its meeting on 5 September 2018. The Working Group agreed with Officers that the land east of Martyrs Lane should not be safeguarded. However, the Group recommended that of the sites listed above in paragraph 1.1, only the two sites proposed to be safeguarded in Byfleet should be released from the Green Belt to meet future development needs between 2027 and 2040.

2.0 Summary of reasons for rejecting the land east of Martyrs Lane as possible alternative

2.1 Based on the analysis of the representations received, Officers are recommending that the land east of Martyrs Lane should not be safeguarded for the following key reasons:

- The safeguarding of the land for future development will not be justified by the recommendations of the Green Belt boundary review report and other evidence;
- The development of site will lead to urban sprawl and an encroachment into the countryside;
- The development of the whole of the site including the Golf Course will lead to loss of open space. The development of the site without the Golf Course will lead to an isolated development in the Green Belt;
- The New Zealand Golf Course and the land in the ownership of McLaren will not be made available for housing development. Compulsorily purchasing the land is unlikely to be successful;
- There is limited scope to introduce sustainable transport measures of mitigation to address the traffic impacts of the development;

Full details of the above reasons are covered in Section 9 of the Officers report to the Working Group.

3.0 Revised proposal for meeting Travellers accommodation needs

3.1 Members have requested that Officers revisit the suitability of Ten Acre Farm to meet the accommodations needs of Travellers. Based on the representations received, a review of the available evidence and the current status of the site, Officers are recommending that Ten acre Farm should no longer be allocated as a Travellers site.

3.2 The Council has already identified a need for 19 additional pitches to be provided up to 2027. With the loss of the three pitches at Ten Acre Farm, the need is increased to 22 pitches. It is proposed that the need should be met as follows:

Site Allocation Development Plan Document (DPD)

- The Hatchingtan and Five Acres sites should continue to be retained and prevented from loss to alternative uses.
- Five Acres should be allocated to enable a net addition of 6 pitches. The overall number of pitches on the site will increase to 19 pitches;
- The temporary planning permissions at Murrays Lane (4 pitches), Stable Yard (1 pitch) and land south of Gabriel Cottage (1 pitch) should be made permanent with specific key requirements to ensure their effective operation;
- About 1.2 hectares of land should be set aside at land at West Hall, West Byfleet to enable the provision of 15 pitches.

3.3 The proposals will strike a good balance in the geographical distribution of pitches across the Borough and between privately and publicly owned sites. They will be in general conformity with national guidance and be backed by evidence in the Council's Green Belt boundary review. The proposals follow the general principle for Travellers accommodation to be met where possible as an integral part of large allocated housing sites. Full details of the reasons for the proposals and the policy context within they are considered are set out in Section 11 of the Officers report to the Working Group. The Working Group has supported the above revised proposals.

4.0 Sustainability Appraisal (SA), Habitats Regulations Assessment and other supporting documents

4.1 A Sustainability Appraisal report has been prepared to accompany the Site Allocations DPD. The SA assesses the social, economic and environmental implications of the DPD. A Habitats Regulations Assessment has also been prepared to assess the impacts of the DPD on European designated sites within the Borough. Overall, the SA has concluded that the draft Site Allocations DPD will contribute towards sustainable development. Copies of the SA Report and the Habitats Regulations Assessment are in the Members' Lounge.

4.2 A revised Proposals Map has been prepared to reflect the proposals in the DPD. A copy is in the Member Lounge. The Proposals Map will be published alongside the DPD for Regulation 19 consultation. Officers are also preparing a Consultation Statement, Duty to Cooperate Statement and Equality Impact Assessment Statement. Drafts of the documents have been prepared, but will have to take into account the outcome of the Regulation 19 consultation before they can be finalised. In this regard, delegated authority is being sought for the Deputy Chief Executive to supervise the preparation of these documents. These documents will be accompanying the DPD when it is submitted to the Secretary of State for Examination.

5.0 Next stages

5.1 On the agenda for the meeting is the Local Development Scheme (LDS). The LDS sets out the timetable for the subsequent stages of the Site Allocations DPD process. Subject to the Council approving the recommendations of the report, it is intended that the DPD will be published for six weeks consultation starting in early November. A Consultation Plan setting out what, how and when various consultation events will take place will be prepared in due course under the supervision of the Deputy Chief Executive. Members are reminded that one of the legal requirements that the Council has to satisfy to get a sound DPD is for it to be prepared in accordance with the agreed timetable in the LDS. Members will have the opportunity to consider the representations received during the Regulation 19 consultation before the DPD is submitted to the Secretary of State by June/July 2019. An Independent Examination of the DPD is likely to be in Winter 2019 with an adoption of the DPD by early 2020.

6.0 Implications

Financial

- 6.1 The cost of preparing the DPD has been and will be met from existing Planning Policy service Plan budget and approved investment programme

Human Resource/Training and Development

- 6.2 There are no human resource or training and development implications for preparing the DPD.

Community Safety

- 6.3 Addressed as part of the Sustainability Impact Assessment

Risk Management

- 6.4 The Local Development Scheme (LDS) includes risk and contingency planning for the preparation of Local Development Documents including the Site Allocations DPD. Given the contentious nature of the proposals in the DPD, in particular the release of Green Belt land for development and the range of interested parties who have expressed an interest in the DPD, it is critical that the decisions of the Council are justified by evidence that is robust and credible to be able to withstand scrutiny at a Public Examination.
- 6.5 The purpose of the DPD is to identify sufficient deliverable sites to enable the delivery of the Core Strategy. Without the expeditious preparation of the DPD, there is the likelihood that the delivery of the Core Strategy could be undermined and a resultant risk that inappropriate developments will be approved on an ad hoc basis through the appeal process.

Sustainability

- 6.6 Addressed as part of the Sustainability Impact Assessment.

Equalities

- 6.7 The DPD will contribute towards meeting the accommodation needs of Travellers.

Safeguarding

- 6.8 There are no safeguarding implications for preparing the DPD.

7.0 Conclusions

- 7.1 The Officers' recommendations on the two key requests by the Council are that the land east of Martyrs Lane should not be safeguarded to meeting future developments needs between 2027 and 2040 and Ten Acre Farm should not be allocated to meet the accommodation needs of Travellers.
- 7.2 The Working Group agrees with the above key recommendations. However, the Working Group has reviewed all the proposed safeguarded sites against relevant planning policies and the available evidence and has come to a different planning judgment regarding the proposed safeguarded sites in Pyrford and Mayford. The Working Group has concluded that exceptional circumstances do not exist so as to justify the release of sites in Pyrford and Mayford from the Green Belt because the use of those sites for residential development will conflict with both national and local planning policies. The Group is also satisfied that to ensure the enduring permanence of the Green Belt boundary, exceptional circumstances

Site Allocation Development Plan Document (DPD)

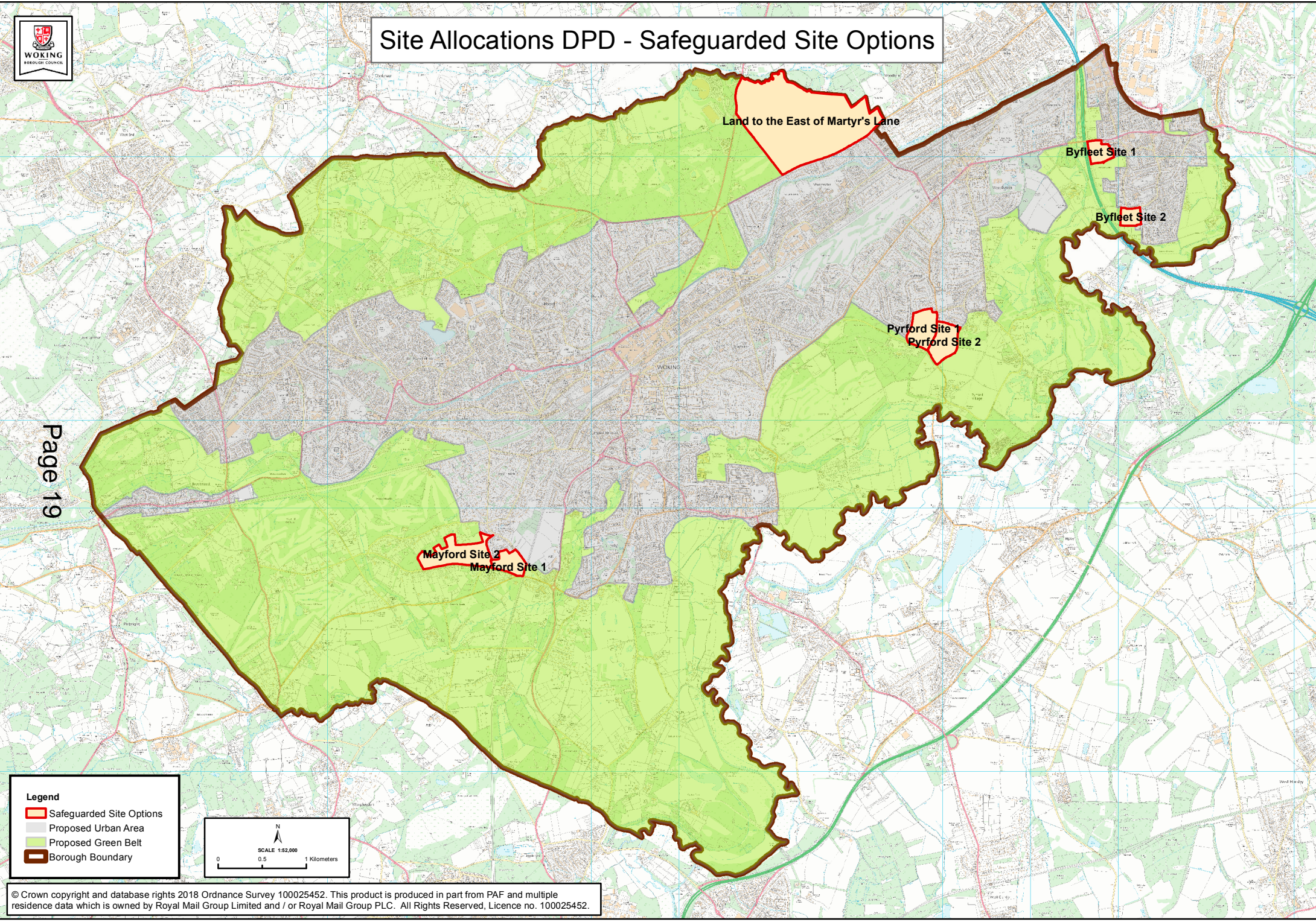
have been demonstrated to justify the release of the two sites in Byfleet from the Green Belt and for their safeguarding to meet future development needs between 2027 and 2040.

- 7.3 The Working Group has provided clear and coherent reasons to justify their conclusions and recommendation. Officers have always said that final decisions on the DPD will be planning judgment to be made by Members and Officers are satisfied that the conclusion of the Working Group is one that was open to them. The recommendations of the report reflect the amendments proposed by the Working Group. Council is therefore requested to approve the DPD for the purposes of the Regulation 19 consultation. Subject to the Council approving the recommendations of the report, the intention is to publish the DPD for Regulation 19 consultation in November 2018.

REPORT ENDS



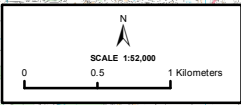
Site Allocations DPD - Safeguarded Site Options



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Legend

- Safeguarded Site Options
- Proposed Urban Area
- Proposed Green Belt
- Borough Boundary



SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT (DPD)

1.0 Summary

- 1.1 The Council carried out a Regulation 18 consultation on the draft Site Allocations Development Plan Document (DPD) between June and July 2015. In total, 1,692 individuals and organisations submitted comments comprising 32,712 separate representations. Following considerations of the representations, the Council at its meeting on 20 October 2016 resolved that before it decides on its preferred approach to the safeguarding of Green Belt land a further public consultation exercise should be undertaken in respect of the possibility of substituting the sites safeguarded in the draft Site Allocations DPD (except GB9: Woking Garden Centre, Egley Road) to meet future development needs between 2027 and 2040 with land to the east of Martyrs Lane. The sites that are proposed to be substituted are in Pyrford, Mayford and Byfleet. A Location Plan of the land east of Martyrs Lane is in **Appendix 1**. The consultation on the land east of Martyrs Lane took place between 6 January 2017 and 27 March 2017. Overall, 3,018 individuals and organisations submitted comments comprising 32,164 separate representations. A significant proportion of the number of individuals who made representations about 2,445 (81%) objected to the possibility of safeguarding the land east of Martyrs Lane. 125 individuals submitted representations that were considered not duly made because they were submitted outside the consultation period.
- 1.2 The report outlines the various representations with Officers' analysis and recommendations. Based on the analysis of the representations and taking into account all the available evidence, Officers will recommend that the original six sites that were safeguarded in the draft Site Allocations DPD for Regulation 18 consultation (except site GB13: Land east of Upshot Lane and south of Aviary Road, Pyrford) should continue to be the Council's preferred approach to safeguarding for the purposes of Regulation 19 consultation. Safeguarding Martyrs Lane is a high risk to the soundness of the DPD. This recommendation takes into account the planning policy context within which decisions about the Site Allocations DPD must be made and all the available evidence. The relevant planning policy context is explained in **Section 6** of the report. Full reasons for rejecting the land east of Martyrs Lane as a possible alternative to the six sites are set out in **Section 9** of the report. A summary of the representations together with Officers analysis and recommendations are at **Appendix 2**. A copy of the draft Site Allocations DPD incorporating all the proposed modifications is in **Appendix 3** (except those modifications which delegated authority is being sought in this report to make).
- 1.3 At the Council meeting in October 2016, Members also requested that Officers revisit the suitability of Ten Acre Farm to meet the accommodation needs of Travellers. This matter has been addressed in detail in Section 11 of the report.
- 1.4 Members have already received a report on the representations to the draft Site Allocations DPD Regulation 18 consultation at its meeting on 1 July 2016. This report contains sites identified to meet the requirements of the Core Strategy up to 2027. Members are advised that report should be read in conjunction with this report to get the full understanding of how the community has responded to the two consultations and the overall set of proposals identified for future development up to 2040. For the avoidance of doubt a copy of the report to the Working Group on 1 July 2016 is included in **Appendix 4**. It is important that Members are appropriately and adequately informed before they decide on the draft Site Allocations DPD that they wish to publish for

Site Allocations Development Plan Document (DPD)

Regulation 19 consultation and subsequently submit to the Secretary of State for Examination. This is necessary to ensure that the plan that is submitted is sound. Paragraph 182 of the National Planning Policy Framework (NPPF) emphasises that a Local Planning Authority should submit a plan for examination which it considers is sound. Members have already received a copy of a legal opinion on the general principle to safeguarding of sites as recommended by Officers. The legal opinion has confirmed that the approach being recommended by Officers to safeguard land is a legally sound approach.

- 1.5 Subject to the recommendations of the Working Group, it is proposed that the report will be considered by Council on **18 October 2018**. It is also intended that there will be a Private Members' Briefing before the Council meet to consider the report. A date for the Briefing will be confirmed in due course.
- 1.6 On the agenda for this meeting is the revised Local Development Scheme (LDS). The LDS sets out the timetable for the subsequent stages of the Site Allocations DPD process. In accordance with the revised LDS, the aim is to publish the DPD for Regulation 19 consultation in **October 2018**. Members are reminded that the Portfolio Holder has already issued a Press Statement to confirm that the Council aims to publish the DPD for Regulation 19 consultation in October 2018. It is important that the Site Allocations DPD is prepared expeditiously in accordance with the LDS. Members are therefore requested to support the recommendations of the report.

Recommendations

The Working Group is requested to recommend to Council that:

- (i) the various responses to the consultation on the possibility of substituting the land east of Martyrs Lane for the six sites in Pyrford, Mayford and Byfleet identified for safeguarding in the draft Site Allocations DPD together with Officers' response and recommendations as set out in Appendix 2 be noted;
- (ii) subject to the proposed modifications as set out in this report, the draft Site Allocations DPD (Appendix 3) and the accompanying revised Sustainability Appraisal report and the Habitats Regulations Assessment (copies are in the Members' Lounge) be supported for the purposes of Regulation 19 consultation to give the public an opportunity to make formal representations;
- (iii) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD and its supporting Sustainability Appraisal report, including the presentation of the documents and any updates on the status of the proposed sites before they are published for Regulation 19 consultation;
- (iv) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to oversee the preparation and approval of the following accompanying Submission Documents which will be sent to the Secretary of State for Examination – the Consultation Statement, the Duty to Cooperate Statement and Equality Impact Assessment Statement; and
- (v) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD

and its supporting documents to reflect any further changes to national planning policy.

Background Papers:

Local Development Scheme (2016)
Woking Core Strategy (2012)
Draft Site Allocations DPD – Regulation 18 version
Representations received during the draft Site Allocations DPD Regulation 18 consultation with Officers response
Report on the draft Site Allocations DPD to the LDF Working Group on 22 September 2016
Statement of Community Involvement (2015)
National Planning Policy Framework (NPPF)
Planning and Compulsory Purchase Act 2004
The Town and Country Planning (Local Planning) (England) Regulations 2012

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2.0 Introduction and Background

- 2.1 The Woking Core Strategy was adopted in October 2012. The Council has committed to its comprehensive delivery including making provision for the delivery of at least 4,964 net additional homes (annual average of 292 dwellings), 28,000 sq.m of additional floorspace, 20,000 sq.m of warehouse floorspace and 93,900 sq.m of additional retail floorspace between 2010 and 2027. Members of the Group are reminded that the 292 annual housing requirement was set against the backdrop of an objectively assessed housing need of 594 dwellings per year. The current up to date objectively assessed housing need for the Borough as at September 2015 is 517 dwellings per year. The Government is consulting on a new approach for calculation housing need. Based on the proposed approach, the housing need for Woking could come down to 409 dwellings per year. In all cases, there is significant unmet housing need arising from Woking Borough that Waverley and Guildford Borough Councils will be expected to identify land to meet in part because they are in the same Housing Market Area as Woking unless they can demonstrate otherwise. Members should note that Waverley Borough Council has recently adopted its Local Plan. It has committed to meet about 50% on the unmet housing need arising from Woking. This is equivalent to about 1,245 dwellings over 15 years (and average of 83 dwelling per annum). Guildford Borough Council has just completed their Local Plan Examination (5 July 2018). The Inspector is minded to request them to meet 25% of the unmet need arising from Woking. This can only be confirmed when the Inspector's Report is issued.
- 2.2 At paragraph 1.10 of the Core Strategy, the Council has committed to prepare the Site Allocations DPD to facilitate the delivery of the Core Strategy. The Council has an adopted Local Development Scheme (LDS) which identifies the Site Allocations DPD as a key document that the Council will prepare to identify sufficient land to enable the delivery of the Core Strategy with a clear timetable for the key stages of the DPD preparation process. The LDS is on the website by the following link: <http://www.woking2027.info/lds/lds2016.pdf>. The LDS is being reviewed to take into account the time it has taken to carry out the Martyrs Lane consultation and to gather other evidence base studies. The revised LDS is on the agenda for this meeting for consideration. Whilst understandably the focus on the Site Allocations DPD has been on housing provision on Green Belt land, it is important to highlight that the draft Site Allocations DPD also makes sufficient provision for the delivery of much needed jobs and promotes economic growth in the area. In accordance with the spatial strategy for the borough, it is important to also note that a significant proportion of the proposed quantum of development will be accommodated in Woking Town Centre. To put this into context, it is expected that by 2027 about 550 new homes would be developed on Green Belt land. During this same period, the Town centre is expected to accommodate about 2,180 new dwellings on previously developed land.
- 2.3 Policy CS6 (Green Belt) of the Core Strategy requires the Council to carry out a Green Belt boundary review to inform the Site Allocations DPD. The review should evaluate where it is appropriate to release Green Belt land to meet housing requirement between 2022 and 2027. Policy CS10 (Housing provision and distribution) estimates that land in the Green Belt will be needed to deliver at least 550 new homes. The Council has therefore already agreed as a policy the principle of releasing Green Belt land to deliver at least 550 new homes between 2022 and 2027. To ensure the enduring permanence of the Green Belt boundary, the Council has also decided that land will be released from the Green Belt and safeguarded to meet future development needs between 2027 and 2040. This decision is in line with paragraph 85 of the National Planning Policy Framework (NPPF). The Council has sought legal opinion on the principle of safeguarding sites to meet future development needs. Members have already been notified of the legal opinion. In summary, the legal advice is that the Council will open

itself to a successful legal challenge if it did not consider safeguarding suitable land to ensure the enduring permanence of the Green belt boundary. In releasing land from the Green Belt, the Council will have to make sure that the overall purpose and integrity of the Green Belt is not undermined. It will also have to make sure that it will not have significant adverse effects on important environmental designations such as the Thames Basin Heaths Special Protection Areas (SPA), Special Area of Conservation (SAC) and RAMSAR sites. The Green Belt boundary review has been prepared purposely to help make sure that any land that is released from the Green Belt does not undermine its purposes and integrity.

2.4 The Council published the draft Site Allocations DPD that it believed had met the above requirements for Regulation 18 consultation to allow the public the opportunity to comment on it and for the comments to be taken into account before the DPD is published for Regulation 19 consultation. The Regulation 18 consultation took place between 18 June 2015 and 31 July 2015. A report on the analysis of the representations that were received was considered by the Working Group on 1 July 2016. The Working Group requested that further evidence base work be undertaken to assess the suitability of land east of Martyrs Lane as a substitute for the six safeguarded sites in the draft Site Allocations DPD. The six safeguarded sites are in Byfleet, Pyrford and Mayford. Specifically, the sites are:

- land to the south of Parvis Road, Byfleet;
- land to the south of Rectory Lane, Byfleet;
- land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford;
- land to the north west of Saunders Lane, Mayford;
- Land rear of 79 – 95 Lovelace Drive, Teggs Lane, Pyrford; and
- Land east of Upshot Lane and south of Aviary Road.

2.5 The two key studies carried out in this regard were Landscape Assessment and Transport Assessment. Copies can be provided on request. The outcome of the studies was reported to the Working Group on 22 September 2016. As a reminder, the key conclusions of the studies are summarised as follows:

- The land east of Martyrs Lane is critically important in its contribution towards the purposes of the Green Belt, in particular, its contribution towards checking urban sprawl, preventing settlements merging and safeguarding the countryside. If the Council is to contemplate the development of the site, it should be for the whole of the site or the Golf Course as a standalone site. The development of the part of the site north of the Golf Course, even with the McLaren site would be too isolated to be a standalone development site.
- The majority of the forecast increases in traffic flow generated from the proposed development at Martyrs Lane are likely to exacerbate existing levels of congestion, instead of creating new ones. The scale of increase in traffic will relate to the scale of development being proposed.

2.6 The Working Group recommended to Council that the land east of Martyrs Lane be safeguarded instead of the six sites identified in the draft Site Allocations DPD for the purposes of Regulation 19 consultation. The Council considered this report at its meeting on 20 October 2016. The Council resolved that before it makes a decision on the draft DPD that it wishes to publish for Regulation 19 consultation, a further bespoke public consultation exercise should be undertaken in respect of the possibility of substituting the safeguarded sites in the draft Site Allocations DPD to meet future development needs between 2027 and 2040 with the land east of Martyrs Lane. This

consultation took place between 6 January 2017 and 27 March 2017. This report analyses the representations received with Officers response and recommendations. Overall, Officers would recommend that the sites in Byfleet, Pyrford and Mayford (except site GB13 in Pyrford) should still be the Council's preferred approach to safeguarding for the purposes of the Regulation 19 consultation.

2.7 The DPD has to go through a number of stages before it can be adopted. These will include a Regulation 19 consultation, consideration by the relevant committees of the Council of the representations that will be received during the Regulation 19 consultation, submission of the DPD to the Secretary of State for Independent Examination, Examination and eventually the adoption of the DPD. In accordance with the revised LDS, adoption of the DPD is expected to be by **early 2020**.

3.0 Martyrs Lane site: Nature and analysis of representations and summary of main issues

3.1 A total of 32,164 separate representations were received from 3,018 individuals, organisations and resident groups. The representations cover a range of broad issues as well as site specific matters. A summary of each representation received with Officers' response and recommendations is in Appendix 2. Hard copies of the original representations can also be inspected at the Planning Policy Team on request. Copies are also on the Council's website (www.woking.gov.uk). The issues that received most comments mainly related to:

- the Martyrs Lane site is important in preventing urban sprawl and an encroachment into the Green Belt;
- the Martyrs Lane site has high risk of flooding and parts of it are in Flood Zones 2 and 3;
- the original proposal of safeguarding the six sites in Byfleet, Pyrford and Mayford will distribute development traffic across the borough. To the contrary, the Martyrs Lane proposal will concentrate all traffic impacts on one heavily congested area;
- lack of public transport serving the Woodham area;
- potential sink holes along the A320. A strip of land to the north of the Martyrs Lane site is susceptible to subsidence due to piping and liquefaction;
- development at Martyrs Lane will result in unsustainable development;
- the scale of development at Martyrs Lane will require major infrastructure of every conceivable type to support it;
- the Martyrs Lane site is ecologically rich and could be potential habitat for protected species such as bats, owls, Nightjar and Darford warbler;
- the Martyrs Lane site contains an Ancient Woodland;
- the Martyrs Lane site will be under several flight paths due to expansion of Heathrow and flights from Fairoaks with implications for noise and potential accidents;
- Canalside Ward will be the only Ward to be significantly developed;
- the development of the site will require the Council to use its compulsory purchase powers to acquire unavailable land.
- the make up of the LDF Working Group is unrepresentative;
- the part of the Martyrs Lane site north of the Golf Course is derelict with disused sports fields, is pre-developed and should be prioritised for development instead of the original six sites. Furthermore, Officers report to the McLaren proposal for 60,000 sq.m of employment has confirmed that the proposal will not lead to urban sprawl;
- the Martyrs Lane site can be developed to achieve the Council's objectives without the need to develop the Golf Course;
- the Peter Brett Report has stated that Parcel 9 has 'very low suitability' for removal from the Green Belt. Martyrs Lane is categorised as 'low suitability'. In this regard, Martyrs Lane should be safeguarded for development;

- the Pyrford and Mayford Green Belt is an irreplaceable asset and has several adjacent conservation areas and historic assets and should not be developed;
- one large site at Martyrs Lane will provide economies of scale, making it easier to resolve infrastructure issues such as water, waste and electricity compared with the provision of equal services on six separate sites spread across the borough. A large will also allow scope for new facilities such as a new school and doctor's surgery to be built;
- the Martyrs Lane site provides easy access to the M25, Woking Town Centre and arterial road networks;
- Martyrs Lane already has better bus services than the other six sites;
- the land east of Martyrs Lane could be identified and brought forward to meet Woking unmet housing need. The land east of Martyrs Lane should be allocated in addition to the six safeguarded sites and not instead of them;
- there is no published evidence that would point to the safeguarding of the land east of Martyrs Lane. Safeguarding it will be against the Council's own evidence;
- development at Martyrs Lane will lead to significant congestion on the A320 corridor;
- the Council has not appropriately addressed its duty to cooperate for failing to consult neighbouring authorities in advance of its decision to safeguard the land east of Martyrs Lane;
- the Martyrs Lane consultation is not supported by additional transport assessment to identify potential traffic impacts on the local and strategic road network including the A245 and A318;
- given that there has not been any change in circumstances, it is not understood why the Martyrs Lane site that was previously considered unsuitable for development can now be identified for potential future development.
- the County Council will seek to retain the community recycling centre, which it owes. Alternatively, a suitable replacement facility will need to be provided on a site allocated either as part of the wider master planning of the site or beyond. Any replacement facility should be designed to provide commensurate levels of service and accessibility to local residents.

3.2 Each of the above issues has been comprehensively addressed in one of the following documents:

- Woodham and Horsell Neighbourhood Forum Issues and Response Topic Paper;
- Duty to Cooperate Bodies Topic Paper;
- The summary of representations with Officers' response and recommendations.

3.3 Copies of the Topic Papers are in **Appendix 5**. Whilst the above issues are highlighted and addressed comprehensively, this should not underplay the importance that should be attached to the careful consideration of all the other individual representations and responses.

4.0 Overall conclusions of the analysis of representations

4.1 An overwhelming majority of people who responded to the consultation are against the safeguarding of the land east of Martyrs Lane to meet future development needs between 2027 and 2040. Of the 3,018 individuals and organisations who submitted comments, about 2,445 (81%) objected to the safeguarding of the land east of Martyrs Lane. 550 (18.2%) supported the proposal and 23 (0.8%) made comments that were neither objection nor support. The main areas of concerns are wide ranging and includes the lack of evidence to support the safeguarding of Martyrs Lane, the danger of the Martyrs Lane proposal leading to urban sprawl, traffic generation and implications for congestion, loss of vital ecology, the benefits of economies of scale for developing a large site such as Martyrs Lane, lack of availability of key sites such as the New Zealand

Golf Course and the land in the ownership of McLaren for development, Green Belt in Pyrford and Mayford is irreplaceable asset that should not be developed, lack of public transport and the safeguarding of Martyrs Lane will be contrary to the Council's own evidence. Others have suggested that the Martyrs Lane site should be allocated in addition to the six original safeguarded sites to help meet the unmet needs within the West Surrey Housing Market Area arising from Woking. The Topic Papers in **Appendix 5** address these matters in detail. The views of the public have been extremely helpful in highlighting site specific and locally specific concerns that the Council must take into account in safeguarding any of the sites. However, overall, they do not present overriding evidence to justify the possibility of substituting the land east of Martyrs Lane for the six original safeguarded sites. A number of the site and locally specific concerns that were raised during the consultation can be addressed through appropriate and adequate measures of mitigation, and where relevant the Council will make them key requirements for the delivery of the sites. In this regard, Officers will advise that the original safeguarded sites with the exception of land east of Upshot Lane and south of Aviary Road, Pyrford (site GB13 in the draft Site Allocations DPD) should go forward as the Council's preferred approach to safeguarding that should be published for the purposes of Regulation 19 consultation. The reasons for arriving at this recommendation are set out in Section 9 of the report. The relevant evidence base studies justify the decision not to safeguard the land east of Martyrs Lane. This includes the Green Belt boundary review report, the Landscape Assessment and Green Belt review by Hankinson Duckett Associates and transport advice by the County Council.

- 4.2 The Council has always valued the views of local residents and should continue to do so. However, this has to be balanced with its duty to ensure that the Site Allocations DPD is based on adequate, up to date evidence about the social, economic and environmental characteristics and prospects of the area. Above all, the Site Allocations DPD should seek to enable the sustainable development of the area, and on balance the five (excluding site GB13) sites relatively perform better than the land east of Martyrs Lane in this regard.
- 4.3 If Members are not satisfied with any of the available evidence used by Officers to justify their advice and wish to come to a different conclusion to the advice given to them, that is appropriate within their power and responsibility to make that planning judgment. However, in doing so they should be satisfied that the Council has the necessary alternative evidence to defend that position. If Members wish to use the same evidence base to come to a different overall conclusion, it is important that they provide clear reasons for arriving at a different judgment. It is the advice of Officers that subject to the proposed modifications all the sites that are proposed for allocation to deliver the requirements of the Core Strategy up to 2027 and sites safeguarded to meet future development needs between 2027 and 2040 in the draft Site Allocations DPD (except site GB13) should be supported and be published for Regulation 19 consultation. The proposed modifications are contained in the report considered by the Working Group in July 2016 and by Council in October 2016 and are already incorporated in the draft Site Allocations DPD. A number of modifications and updates of detailed nature had been proposed to bring the DPD up to date and/or enhance its quality as part of the Officers response to the Regulation 18 consultation. Members are advised to familiarise themselves with that information. The proposed modifications are already incorporated in the revised draft Site Allocations DPD in Appendix 3. Further modifications are proposed in this report, which delegated authority is sought to make. Officers have reviewed all the evidence and as a result are recommending that site GB13: Land east of Upshot Lane and south of Aviary Road, Pyrford should no longer be safeguarded to meet future development needs because of development impacts on the Escarpment of Rising Ground of Landscape Importance and the general landscape of the area. The

Escarpment is specifically identified as key landscape to be 'conserved' by Policy CS24 of the existing Core Strategy.

- 4.4 Members attention is particularly drawn to the representations submitted by New Zealand Golf Course and McLaren Technologies Group Limited as they relate to the availability of a significant part of the land. New Zealand Golf Club has confirmed that the Golf Course will not be made available now, in the future and never to meet future development needs as envisaged by the Council. In this regard, there is no realistic expectation of a change in their position during the period between 2027 and 2040. The representations by New Zealand Golf Club have been addressed in full in Appendix 2. McLaren Technologies Group Limited whilst generally would support in principle the release of the land east of Martyrs Lane from the Green Belt would only allow its land holding to be used as a strategic employment site to support its own future expansion programme. Based on discussions with the Group it is also unlikely that it will change its position on this matter. The representations from McLaren have been addressed in full in Appendix 2. To put this into context, assuming the two sites will not be available to meet future development needs and the Surrey County Council's safeguarded site is also not available, the residual land will only deliver about 300 dwellings (at 30 dph) as against the 1,200 dwellings that the Council wish to safeguard land. If the County Council's safeguarded site is made available, there will be sufficient land to enable the delivery of about 600 dwellings at the same density. This is still significantly short of what is needed. In accordance with the guidance given in the NPPF about the location of safeguarded land, the Council will need to make sure that any land that is safeguarded would not lead to isolated development within the Green Belt. Without the two sites any development of the residual land in between the Golf Course and the McLaren land will lead to an isolated development within the Green Belt however well designed the development might be. Moreover, it is Officers' view that development in this location will also lead to urban sprawl.
- 4.5 The NPPF requires the Council to identify and update annually a supply of deliverable sites sufficient to provide five years worth of housing against the housing requirement and to identify a supply of developable sites or broad location for growth for years 6 – 11 and where possible for years 11 – 15. Footnote 11 and 12 defines 'deliverable' and 'developable'. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. To be considered developable, site should be in a suitable location for housing development and there should be reasonable prospects that the site is available and could be viably developed at the point envisaged. It has been highlighted that neither New Zealand Golf Course or McLaren Technologies Group Limited will make their land available now or in the future for housing development. In this regard, it is unlikely that their land will either be deliverable or developable. Safeguarding them regardless could undermine the soundness of the DPD. The uncertainty of delivery also risks the potential for a successful case to be made for the other six sites to also be identified in addition to cater for the potential non implementation of the Martyrs Lane site and to mitigate any risk of non-delivery. It is emphasised that lack of availability of the two sites does not on its own rule out entirely the development of the sites if the Council thought that the land is the most sustainable when compared against all other reasonable alternatives, and is willing to bring forward their development by using its Compulsory Purchase Powers to acquire the land.

The Head of Legal Services has provided a legal opinion on the likelihood of the Council using its Compulsory Purchase Powers in this regard. His advice is stated as follows – 'I consider that there is no likelihood that the Council would agree to compulsorily purchase the land. If it did seek to compulsorily purchase it, the CPO would not succeed.'

Site Allocations Development Plan Document (DPD)

My views are based on the following points. Before a CPO can be implemented, the Council would have to justify it to the Secretary of State. The Council would have to demonstrate that:

- It is authorised, by statute, to compulsorily purchase land for a particular purpose, and the CPO is necessary to achieve that purpose;
- There is a compelling case in the public interest that sufficiently justifies interfering with the rights of people with an interest in the land (taking into account 'human rights' considerations, i.e. Article 1 of the First Protocol to the European Convention on Human Rights – protection of property);
- Adequate resources are available, or likely to be available, to implement the CPO, and the CPO within a reasonable time-frame;
- There is a reasonable prospect of the CPO scheme going ahead; and
- There is no alternative site or alternative means of bringing about the objective of the CPO.

In this case, the purpose of the CPO would be to safeguard land for future development, not to undertake a defined development scheme. As such, the criteria set out above would not be satisfied. By way of illustration of one point only, there is other land in the Borough that could be 'safeguarded' without the need for a CPO'.

Two other QCs have provided the Council with a legal opinion on this same matter. Tim Straker QC in advising the Council on the likelihood of compulsorily purchasing the McLaren site has this to say '...it can fairly be said that the prospects for successfully pursuing compulsory purchase so as to preclude use for employment (McLaren) purposes are nil. A compulsory purchase order (supposing the Council thought itself able to make one) would require confirmation by the Secretary of State. There is no sustainable argument that there would be a compelling case in the public interest.

Finally, Christopher Katkowski QC has also advised as follows: 'We do not consider it reasonable for the Council to proceed on the basis that McLaren might simply change its mind. Rather, given McLaren's strong objections, it is appropriate to assume that it would be necessary in due course for the Council to exercise its CPO powers to acquire the McLaren land. The CPO powers is inherently uncertain, the Inspector/Secretary of State needing to decide on the basis of the evidence presented to them whether there is a compelling case in the public interest for the CPO to be confirmed. The obvious risk here is that the DPD examination Inspector may well not be prepared to accept that there was a reasonable prospect of the CPO being confirmed. If he reached that conclusion, the overwhelming probability is that he would go on to find the DPD unsound. As we understand the position there is no suggestion that any of the original sites would be dependent on compulsory purchase. In our view the examination Inspector is likely to adopt a cautious approach given the importance of the safeguarded sites to the plan-led delivery of housing in the District. We would not go so far as TSQC and say there is zero prospect of a CPO being upheld, not least because the CPO would be being promoted in relation to a safeguarded site to secure the delivery of much needed housing in accordance with the Council's development plan. But given that McLaren – a very highly valued local employer – would no doubt strongly oppose any attempt to CPO the site on the basis that it wants to use the site for its own employment purposes, we consider that relying on a CPO to deliver the site is fundamentally uncertain. Overall, therefore, we consider that the approach currently recommended by Officers is by far the most likely to find favour with the examination Inspector'.

The full text of the legal opinions can be provided on request.

4.6 The Surrey Waste Plan (2008) is part of the development plan for the area. The preparation of the Site Allocations DPD should therefore take account of its provisions. Part of the site between the land in the ownership of McLaren and the Golf Course is identified in the Surrey Waste Plan as a safeguarded site for waste management use. The County Council has said that the land may be required for waste management use. Whilst the land owner has indicated that the land could be made available to the Council to meet its development needs as envisaged in the consultation document, the Council will have to work with the County Council to come to an agreement to use the land for its purposes.

5.0 Other sites proposed on the back of the consultation on the land east of Martyrs Lane

5.1 Members should note that one of the responses to the Martyrs Lane consultation had sought to promote the land adjacent to Hook Hill Lane, Hook Heath as suitable for residential development and should be allocated as such. Members will know that this site has been recommended for allocation in the draft Site Allocations DPD for green infrastructure (GB14 in the draft Site Allocations DPD). Officers will advise against its allocation for housing. In any case, the representation is outside the scope of the question asked in the consultation, and the individual is advised to make the case during the Regulation 19 consultation. Members are reminded that as a result of the Regulation 18 consultation, a number of new sites were also promoted, and as a result, Officers had recommended that Land at Brookwood Cemetery and land at Woking Football Club should be allocated for specific uses. These are already incorporated in the revised DPD.

6.0 Planning Policy context within which decisions should be made

6.1 Members should be satisfied that the Site Allocations DPD has been prepared having regard to national policy and the other adopted policies of the development plan, and that the DPD is sound. As a reminder, the following principles have already been established by the Core Strategy which Members are bound to take into account by s.19 of the Planning and Compulsory Purchase Act 2004 when determining the content of the Site Allocations DPD:

- The Green Belt has been identified as a future direction of growth to meet housing need, in particular, the need for family homes between 2022 and 2027;
- A Green Belt boundary review will have to be carried out with the specific objective to identify land to meet the development requirements of the Core strategy;
- Green Belt land should be released to enable the delivery of about 550 dwellings;
- A Site Allocations DPD should be prepared to allocate specific deliverable sites for the proposed development identified by the Core Strategy.

National policy also advises that when defining Green Belt boundaries, plans should where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period. Plans should also be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period.

6.2 The Council has an approved Local Development Scheme which sets out the development plan documents that the Council will prepare for the purposes of managing development across the borough. This includes the Core Strategy, the Development Management Policies DPD and the Site Allocations DPD. The LDS requires the Site Allocations DPD and the Development Management Policies DPD to be prepared in

general conformity with the Core Strategy. The Act also highlight the need for local planning authorities to have regard to other adopted local development documents when preparing local development documents. For information, the Development Management Policies DPD has now been adopted.

- 6.3 The Council has an up to date adopted Core Strategy that post dates the publication of the National Planning Policy Framework (NPPF), recognising that the Core Strategy is over five years old and there is a requirement to review plans every five years. Policy CS6: *Green Belt* uniquely and purposely establishes the principle of releasing Green Belt land to enable housing delivery between 2022 and 2027 as well as prescribing the means for identifying the land. It states ‘the Green Belt has been identified as a potential future direction of growth to meet housing need, in particular, the need for family homes between 2022 and 2027. A *Green Belt boundary review* will be carried out with the specific objective to identify land to meet the development requirements of the Core Strategy’. The intention and purpose of the policy is unambiguous. The Green Belt boundary review has been highlighted in this context to emphasise that the means for identifying Green Belt land has been prescribed as an essential part of the Green Belt policy. The preparation of the Green Belt boundary report is in line with this policy requirement.
- 6.4 Policy CS10: *Housing provision and distribution* of the Core Strategy sets out the quantum of development that Green Belt land should be released to deliver. It specifies that Green Belt land will be released to enable the delivery of at least 550 net additional homes. Members must note that the Core Strategy was found sound in significant part due to the commitment made by the Council to release Green Belt land to enable housing provision between 2022 and 2027. Not only does the Core Strategy establishes the principle to release Green Belt land, which should be informed by the Green Belt boundary review, it prescribes the quantum of development to be accommodated within the Green Belt (550 new homes) and the timing of when the land should be released for development.
- 6.5 The Act requires the preparation of the Site Allocations DPD to have regard to national planning policy. The NPPF set out the Government’s planning policies for England and how they are expected to be applied. Paragraph 139(a) of the NPPF is of particular relevance to the preparation of the Site Allocations DPD. It states amongst other things that local planning authorities should ‘where necessary identify in their plans areas of safeguarded land between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period’. Members should note that this policy by intent sets out the principle of safeguarding as well as the preferred location of safeguarded land. Safeguarded land should be contiguous to the urban area. Members have already received a legal opinion on the principle of safeguarding land to meet future development needs as part of the Site Allocations DPD process, and have already agreed to seek to safeguard land to meet future development needs between 2027 and 2040. Any land that is safeguarded should not lead to isolated development within the Green Belt. The draft Site Allocations DPD that was published for Regulation 18 consultation has been prepared in the context of the above, recognising that there are other evidence base studies that have also informed the process.
- 6.6 Paragraph 133 of the NPPF defines the fundamental aim of Green Belt policy. It is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and their permanence. Paragraph 80 of the NPPF sets out the five purposes of the Green Belt as:
- To check the unrestricted sprawl of built-up areas;
 - To prevent neighbouring towns merging into one another;

- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Members are reminded that the protection of the purposes of the Green Belt is not about its landscape quality. Whilst the protection of landscape quality is considered very important, there are other policy tools to ensure its protection. The Core Strategy (Policy CS24) and the NPPF contains robust policies to protect landscape quality.

- 6.7 Policy CS6 of the Core Strategy requires the Council to make sure that any release of Green Belt land for development will not undermine its overall purpose and integrity and this should be at the forefront of Members' minds when they make their decisions about the sites they wish to safeguard. The Green Belt boundary review report is intended to make sure that this objective is met. Based on this evidence, the development of the land east of Martyrs Lane will lead to urban sprawl and an encroachment into the countryside. It would lead to an isolated development within the Green Belt if the land is not comprehensively developed to include the Golf Course and the McLaren site. If Members are not satisfied with the Council's Green Belt boundary review report, the advice would be to carry out another review that can be defensible and acceptable by Members. It should be noted that Officers are broadly satisfied that the Peter Brett Associates' Green Belt boundary review report is sufficiently robust to inform the Council's decisions. The report has already been received by the Working Group.

7.0 Evidence base to inform the Site Allocations DPD

- 7.1 The NPPF provides guidance on the use of evidence base to inform the preparation of local plans. Each local planning authority should ensure that the local plan is based on adequate, up to date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. The Site Allocations DPD is informed by a range of evidence base studies. The full list is included in Appendix 1 of the draft Site Allocations DPD. Members are encouraged to acquaint themselves with the key conclusions of the evidence that has informed the preparation of the DPD from its inception to its current stage. The Green Belt boundary review carried out by Peter Brett Associates has been singled out for commentary in this report because it is the evidence base study that is prescribed by policy to inform the release of Green Belt land and has also attracted a number of comments. A significant number of representations have used the report to justify why Martyrs Lane should not be safeguarded. Other representations have questioned its conclusions, reliability and recommendations, in particular, where the report recommends that sites in their area should be released for development. There are other evidence such as the Strategic Housing Land Availability Assessment that helps to assess the capacity of the urban area to accommodate further development.
- 7.2 The Green Belt boundary review was carried out by Peter Brett Associates. They are credible consultants with experience in carrying out such studies. Their appointment was overseen by the Working Group. The consultants' brief, the methodology used to carry out the study and the final report of the study were all signed off by the LDF Working Group. The LDF Working Group agreed that the report had met the requirements of the consultants brief and should be published and used to inform the Site Allocations DPD process. The various stages and assessments of the study follow its pre-determined methodology and the reasons behind judgments made in the study are stated. Officers are broadly satisfied with the study and have mainly followed its recommendations in preparing the draft Site Allocations DPD. Officers are aware of the various opinions and

critiques of the study. However, no one has produced an alternative Green Belt boundary review report to justify their opinions or to contradict the overall conclusions of the Peter Brett Associates' report. Officers' advice is that the consultation responses which have commented on the PBA report do not justify departing from its recommendations. Members should be cautious of criticisms about expert opinion where there is no contrary evidence to justify the criticism, however, Members are entitled to draw different planning judgments to that of Officers provided that judgment is clearly expressed and supported by evidence. Members are advised to read the Peter Brett report in full, including its conclusion. If Members on the other hand felt that they are broadly not satisfied with the Peter Brett's report, the best course of action would be to appoint a different consultant to carry out another Green Belt boundary review that the Council can accept. There is no guarantee that another study will produce a different outcome.

- 7.3 The landscape assessment and Green Belt review report by Hankinson Duckett Associates is particularly relevant in the context of the fundamental aim of the Green Belt. Paragraph 79 of the NPPF defines the fundamental aim of Green Belt policy as preventing urban sprawl by keeping land permanently open. The Hankinson Duckett Associate's study looked specifically at the contribution that the land east of Martyrs Lane makes to the purposes of the Green Belt and its capacity to accommodate various options for development. The study concluded that the land east of Martyrs Lane is critically important in its contribution towards the purposes of the Green Belt, in particular, its contribution towards checking urban sprawl, preventing settlements from merging and safeguarding the countryside. It also concluded that the development of the part of the site to the north excluding the Golf Course but even with the McLaren site would be too isolated to be standalone development site. If the Golf Course were to be developed concerns have been expressed by some people about whether other Golf Courses within the borough in more sustainable locations should also be assessed. It is acknowledged that the Hankinson Duckett Associates study did not undertake a comparative assessment of the Martyrs Lane site against the other six sites. Nevertheless, the conclusions of the study leave no doubt that the land east of Martyrs Lane would lead to urban sprawl and is critical to the purposes of the Green Belt.

Members should however note that all the proposed safeguarded sites would cause a degree of harm on the landscape and to sustainability objectives. Appendix 9 provides a comparison of the conclusions of the Peter Brett report and the Sustainability Appraisal report. A copy of the SA is in the Members' Lounge and the Peter Brett report can be provided on request.

- 7.4 Since the publication of the DPD, the Council has carried out further studies to address a number of the concerns raised by the representations. These include:
- A320 corridor study – the study assesses the cumulative impacts of planned developments in Woking, Surrey Heath and Runnymede Boroughs on the A320 and identifies measures of mitigation to address the impacts;
 - Woking Local Plan – potential mitigation – the study identifies measures of mitigation to address development impacts on the A245 corridor;
 - Woking Town Centre Modelling Assessment – study is a cumulative assessment of the quantum of development in the development to enable a better understanding of its potential impacts in the vicinity of the Town Centre;
 - Habitats Regulations Assessment (HRA) – the study brings the previous HRA up to date by taking into account the People Over Wind and Sweetman v Coillte Teoranta ECJ judgment;
 - Review of the Infrastructure Delivery Plan;

- Review of the Strategic Housing Land Availability Assessment.

8.0 Sustainability Appraisal (SA) and Habitats Regulations Assessment

8.1 A Sustainability Appraisal report has been prepared to assess the social, economic and environmental implications of the Site Allocations DPD. This is a statutory requirement of the Planning and Compulsory Purchase Act (2004). The SA encompasses the requirements of the European Union Directive 2001/42/EC (SEA Directive), which requires an assessment of the effects of certain plans and programmes on the environment. The full SA report with an Executive Summary was considered by the Working Group at its meeting on 1 July 2016. Members should note that this included an SA for the land east of Martyrs Lane. Overall the SA concluded that the draft Site Allocations DPD will contribute towards sustainable development. Minor modifications have been made to the SA Report to take into account the representations received and as a result of further review of the available evidence. The revised SA Report has informed the proposed modifications to the draft Site Allocations DPD. A copy of the revised SA Report is in the Members' Lounge for inspection and can also be obtained on request from the Planning Policy Team.

8.2 The need for an Appropriate Assessment is set out in Article 6 of the EC Habitats Directive, and interpreted into English and Welsh law by the Conservation of Habitats and Species Regulations 2010. The Habitats Directive applies the precautionary principle in order to avoid harm to designated sites of European significance. In this regard, plans and projects can only be approved if the determining authority is satisfied that there will be no adverse effects on the integrity of the designated sites. The Council has undertaken a Habitats Regulations Assessment to assess the effects of the proposals in the Site Allocations DPD on the designated Thames Basis Heaths Special Protection Areas and the Special Areas of Conservation. The HRA reflects the People Over Wind and Sweetman v Coillte Teoranta CJEU Judgment. Appropriate measures of mitigation have been identified to mitigate the potential effects of each proposal in the Site Allocations DPD. A schedule of each site and the SANG identified to mitigate its effects can be provided on request.

9.0 Officers overall recommendation - Summary of the reasons for rejecting the land east of Martyrs Lane as possible alternative

9.1 Members asked Officers to consult on the possibility of substituting the proposed safeguarded sites in Pyrford, Byfleet and Mayford with the land east of Martyrs Lane and report back the outcome of the exercise. After careful consideration of the representations received during the consultation, Officers are recommending that the land east of Martyrs Lane should not be safeguarded for the following reasons:

- The safeguarding of the land for future development will not be justified by the recommendations of the Green Belt boundary review report and other evidence. As a policy requirement, the Core Strategy prescribes the Green Belt boundary review as the means to identify Green Belt land to meet future development needs. No alternative Green Belt boundary review report has been submitted to the Council to demonstrate why the Council's evidence is not tenable. Consequently, the safeguarding of the Martyrs Lane site carries significant risk of being found unsound and might not be able to withstand scrutiny at an examination when compared with other alternatives. Members should note that a critique of the evidence base is not a substitute for evidence;
- The development of the site will lead to urban sprawl and an encroachment into the countryside. This will be contrary to the fundamental aim of Green Belt policy as

emphasised in the NPPF. The development of the site would undermine a purpose of the Green Belt.

- The development of the whole of the site to include the Golf Course will lead to the loss of a functioning recreational use in contradiction to Policy CS17: *Open space, green infrastructure, sport and recreation* of the Core Strategy. If the Council wish to override this policy requirement, there will be concerns about why other golf courses are not considered in similar manner. Development of the site north of the Golf Course (excluding the Golf Course) will lead to isolated development in the Green Belt;
- It is unlikely that a significant proportion of the land in the ownership of Zealand Golf Club and McLaren Technologies Group Limited would be made available now or in the future to be developed for housing. Without the two sites, only about 600 dwellings could be achieved on the land. This is significantly short of the 1,200 homes that land is being sought. There is no realistic or reasonable prospect of the Golf Course or the McLaren site coming forward without the Council using its compulsory purchase powers to acquire part(s) of the land. This view has been supported by two Planning QCs;
- The Council might have to use its compulsory purchase powers to acquire land to enable the delivery of the entire site. Legal advice received on the likelihood of a successful compulsory purchase order application is summarised in paragraph 4.5;
- There is relatively limited scope for introducing sustainable transport measures to access key services and facilities as a means to minimise traffic congestion that will result from the development of the site. This is particularly the case with the part of the site north of the Golf Course.
- A number of sites north of the Golf Course have been assessed as part of the SA of the draft Site Allocations DPD and rejected. Safeguarding them for future development will not be justified to promote sustainable development.

It follows from the above that Officers are recommending that the proposed safeguarded sites in Byfleet, Pyrford and Mayford (except GB13) should be the Council's preferred approach to safeguarding for the purposes of the Regulation 19 consultation.

10.0 Supporting submission documents

10.1 Regulation 22 of the Town and Country Planning (Local planning) (England) Regulations 2012 prescribes the documents that should be submitted to the Secretary of State for examination. This includes:

- Development Plan Document, in this case the Site Allocations DPD;
- Sustainability Appraisal report;
- Consultation Statement;
- Policies Map (Proposals Map).

Other documents that the Council will also wish to submit under different requirements include:

- Duty to Cooperate Statement; and
- Equalities Impact Assessment Statement.

Delegated authority is being sought for the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to oversee the preparation and approval of the Consultation Statement, Duty to Cooperate Statement and the Equalities Impact Assessment Statement before they are submitted to the Secretary of State. Members will have the opportunity to note the documents when they consider the representations to the Regulation 19 consultation.

11.0 Traveller sites

11.1 The Council has a responsibility to plan to meet the needs of all sections of the community, including Travellers. Government guidance require the Council to identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against the locally set target, identify a supply of specific developable sites or broad locations for growth for years 6 to 10 and, where possible, for years 11 to 15. Presently, the Council is unable to demonstrate that it has identified sufficient land to provide five years worth of pitches to meet Travellers accommodation needs. This has been used against the Council in planning appeal decisions.

11.2 Policy CS14: *Gypsies, Travellers and Travelling Showpeople* of the Core Strategy provide a clear direction for the Council to follow in planning to meet Travellers' accommodation needs. It requires the Council to make provision for the necessary additional pitches for Gypsies and Traveller in the Borough up to 2027. The Council has to carry out a Travellers Accommodation Assessment (TAA) to identify the scale of the need and identify specific sites through the Site Allocations DPD to enable the need to be met. The TAA has been carried out and a need for 19 pitches has been identified up to 2027. The Council has already agreed that in order to ensure the enduring permanence of the Green Belt boundary, it will also safeguard land to enable the delivery of 9 additional pitches between 2027 and 2040. Officers had recommended to Council when it received the report on the Regulation 18 consultation in October 2016 that the need up to 2027 should be met at Five Acres, Brookwood (10 pitches) and Ten Acre Farm, Mayford (up to 12 pitches). The need between 2027 and 2040 is to be met at the proposed safeguarded sites identified to meet future development needs.

11.3 At the October 2016 meeting of Council, Officers were requested to revisit their original recommendation to allocate Ten Acre Farm as a suitable site to meet the accommodation needs of Travellers and report back the outcome. In undertaking this task, Officers have taking into account national planning policy on Traveller sites, in particular:

- the need to promote more private Traveller sites, whilst recognising that there will always be those Travellers who cannot provide their own sites;
- the need to identify sites for Travellers accommodation, which will enable them to access education, health, welfare and employment infrastructure; and
- the need to have due regard to the protection of local amenity and local environment.

The Government's overarching aim is to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community.

11.4 Currently, there are three authorised sites of which two are occupied and operational. These are:

- The Hatchingtan (Worpleston) – 16 pitches;
- Five Acres (Brookwood) – 13 pitches.
- Ten Acre Farm (Mayford) until recently had three authorised pitches occupied by a single family. This site has been acquired by the Council and there is an emerging proposal to relocate the Gymnastic Club at the site. If the proposal is approved, it would lead to a loss of the land for pitches. This would imply that the Council has to identify land to enable the delivery of 22 pitches.

There are also three sites with temporary planning permission for pitches as follows:

- Murrays Lane – 4 temporary pitches;
- Stable Yard – 1 temporary pitch; and
- Land south of Gabriel Cottage – 1 temporary pitch.

A Map illustrating the locations of the permanent and temporary sites is in Appendix 7.

11.5 In accordance with Policy CS14 of the Core Strategy, the Green Belt boundary review has recommended a sequential approach to Travellers' site selection in the following priority order:

- Safeguard existing sites to prevent their loss;
- Grant full planning permission for existing sites with temporary permission;
- Allocate sites within or adjacent to the urban area but outside the Green Belt; and
- Allocate sites within the Green Belt through intensification of existing sites or potential new or expanded sites.

11.6 The Council has carried out an assessment of the capacity of the urban area to accommodate Traveller pitches, and no suitable or viable sites could be found. Based on the sequential approach, a revised recommendation for meeting Travellers accommodation needs is proposed as follows:

- The Hatchingtan and Five Acres sites should continue to be retained and prevented from loss to alternative uses. However, Five Acres should be allocated for a net addition of 6 more pitches. The overall total of pitches on the site will be 19 pitches;
- Ten Acre Farm is no longer recommended for allocation in the DPD because of development impacts on traffic and the general environment and the proposal to relocate the Gymnastic Club. This will result in the net loss of 3 pitches;
- The temporary permissions at Murrays Lane, Stable Yard and land south of Gabriel Cottage should be made permanent. This will lead to a net gain of 6 additional pitches.
- Land at West Hall, West Byfleet is already being proposed to be released from the Green Belt to enable the provision of 592 new homes. In addition, the site should be masterplanned to include 15 pitches. The 15 pitches will be controlled by the Council as a publicly owned site. Officers have done some work to demonstrate that 15 Traveller pitches can be effectively masterplanned as part of the development of the site. It is estimated that the Traveller site will require 1.2 hectares of the land. With significant buffer being included in any scheme, there will still be significant residual land to enable the delivery of 555 dwellings. This will still enable the Council to meet its need up to 2027.

11.7 These proposals will enable the identified need of 19 pitches up to 2027 to be met. It has already been proposed that the need for 9 pitches to be provided between 2027 and 2040 will be met on the proposed safeguarded sites. The proposals follow the general principle of planning for Travellers accommodation as an integral part of large allocated sites and/or to provide a range of sites both public and private to meet the identified need. The proposal will strike a good balance in the geographical distribution of pitches across the borough and between privately and publicly owned sites (see Appendix 7). It will be in general conformity with national guidance and be backed by evidence contained in the Council's Green Belt boundary review. Above all, the sites are in sustainable locations.

11.8 It is emphasised that meeting the accommodation needs of Travellers is an essential responsibility of the Council. However, it is equally important that the Council work to

promote peaceful and integrated co-existence between Travellers and the settled community.

12.0 Proposals Map

12.1 Paragraph 157 of the NPPF requires the Council to indicate land use designations on a Proposals Map (Policies Map). The Site Allocations DPD clearly has spatial dimension and consequently the adopted Proposals Map has been modified to incorporate the proposals in the draft Site Allocations DPD. The revised Proposals Map is in **Appendix 6**. The Proposals Map will be published alongside the Site Allocations DPD for Regulation 19 consultation. Members should support it for the purposes of the Regulation 19 consultation.

13.0 Tests of soundness

13.1 The Act requires the Council to submit the draft Site Allocations DPD to the Secretary of State for independent examination to be conducted by an Inspector, but must only do so if it is satisfied that it has complied with relevant requirements contained in Regulations and if it thinks the DPD is ready for examination. Officers are satisfied that the above tests will be met. The Inspector's role will be to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements and whether it is sound. To be found sound, the Site Allocations DPD must be positively prepared, justified, effective and consistent with national policy. The Site Allocations DPD will stand and fall on the extent that it has met these tests. Members are therefore reminded of the importance of the tests when making their decisions on the Site Allocations DPD. Based on the available evidence, Officers are of the view that the approach being recommended to Members on safeguarding presents the best chance of the DPD being found sound. Members should note that the Government has published a revised National Planning Policy framework (NPPF) for public consultation. It seeks to delete the requirement for plans to be prepared in accordance with the duty to cooperate. Nevertheless, maintaining effective cooperation to address strategic matters will continue to be an essential part of the plan making process, and local authorities will be required to prepare and maintain a statement of common ground as evidence of joint working. Officers have agreed a Statement of Common Ground with Waverley and Guildford Borough Councils to work in partnership to address cross boundary strategic matters within the Housing Market Area and the Functional Economic Market Area.

14.0 National Planning Policy Framework – draft text for consultation.

14.1 The Government published a revised NPPF for consultation in March 2018. There are some fundamental changes to national planning policy proposed by the Government that the Council has to grapple with in delivering its planning function. A few of the changes, by no means exhaustive have been singled out as follows:

- there is expectation that objectively assessed housing need has to be met, including the unmet needs of neighbouring areas unless there are strong reasons not to;
- there is a requirement for local authorities to review their local plans and Statement of Community Involvement every five years following adoption, with update, if necessary to reflect changing circumstance. This particular requirement has already been confirmed in the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017.
- there is expectation that strategic plan-making authorities will follow a nationally determined standard methodology for calculating housing need unless there are exceptional circumstances that justify an alternative.

- there is significant emphasis on housing delivery with a housing delivery test to be satisfied. Failure to meet the housing delivery test will trigger the presumption in favour of sustainable development.
- there continue to be strong emphasis on the protection of the Green Belt. Neighbourhood Plans may amend Green Belt boundaries once the need for a Green Belt change has been demonstrated in the strategic plan.
- there is a change in the definition of Affordable Housing. Missing in the definition is 'social rented' housing.

14.2 These are matters that are beyond the scope of the Site Allocations DPD to address, but they are going to be relevant for the future review of the Core Strategy. Officers will monitor the implications of the changes and advise Members accordingly in due course. In the meantime, Officers would advise that the Council should continue with the preparation of the Site Allocations DPD in an expeditious manner.

15.0 Updates since the publication of the draft Site Allocations DPD

15.1 Since the publication of the draft Site Allocations DPD, there have been changes to the status of a number of the sites. For example, development on a number of the sites such as Victoria Square and the Former St Dunstons Church has commenced, and it is likely that they will be completed by the adoption of the DPD. Whilst these sites will continue to count towards the overall development land supply, it is proposed that they are deleted from the draft Site Allocations DPD. A few new sites have been identified through the review of the Strategic Housing Land Availability Assessment. Some of these have the benefit of planning approval for various uses. It is proposed that these sites be included in the Site Allocations DPD. A few number of sites have got prior approval for change of use to residential development, and again it is proposed that these sites be included in the DPD and any consequential adjustments made to the employment land supply. Finally, there are few sites which will come forward but not likely within this plan period. These sites should also be deleted from the DPD. If they were to come forward during this plan period, they will be determined by the normal development management process without prejudice. A schedule of these changes is in Appendix 8. Delegated authority is sought for the Deputy Chief Executive to make these changes, and any such changes that may be identified prior to the publication of the DPD for Regulation 19 consultation.

16.0 Next steps

16.1 Subject to the recommendations of the Working Group, it is intended that the report will be considered by Council on **18 October 2018**. The report seeks support of the Working Group to publish the DPD for Regulation 19 consultation. This will be the final opportunity to enable the general public to comment on the DPD. The representations that will be received at the Regulation 19 consultation stage together with the DPD and its supporting documents will be sent to the Secretary of State for Examination. This report assumes that the Working Group is still content with the proposals identified in the draft Site Allocations DPD to enable the delivery of the Core Strategy up to 2027. It is therefore not intended to repeat that in detail, but for the avoidance of doubt, they include:

- all the sites identified within the urban area,
- land south of Brookwood Lye Road, Brookwood;
- Land at Five Acres, Brookwood Lye Road;
- Brookwood Cemetery;
- Six Cross Roads roundabout and environs;

Site Allocations Development Plan Document (DPD)

- Nursery land adjacent to Egley Road, Mayford;
- Land surrounding West Hall, Parvis Road;
- Broadoaks, Parvis Road; and
- Land identified for the purposes of SANG.

A copy of the draft Site Allocations DPD that was published for Regulation 18 consultation is in the Members' Lounge for inspection and can also be provided on request.

- 16.2 It is intended that there will be a Private Members' Briefing before the Council meeting to ensure wider Members involvement in the process before the recommendations of the report are formally considered by Council.
- 16.3 The DPD and its supporting documents will be published for a six weeks Regulation 19 consultation. In accordance with the revised LDS the Regulation 19 consultation is scheduled to begin in **October 2018**. A Consultation Plan setting out what, how and when various consultation events will take place will be prepared in due course for the approval of the Deputy Chief Executive. Members are reminded that one of the legal and procedural requirements that the Council has to satisfy to get a sound DPD is for it to be prepared in accordance with the timescales set out in the LDS. If the Regulation 19 consultation does not take place in **October 2018**, the Council will have to review its LDS to reflect a more realistic timetable.
- 16.4 An analysis of representations that will be received in response to the Regulation 19 consultation will be reported to the Working Group and Full Council with a request to seek authority to submit the DPD to the Secretary of State for Examination. The DPD, its supporting documents, the representations received during the Regulation 19 consultation and any further modifications that the Council may wish to make will be sent to the Secretary of State for Examination. It is anticipated that the DPD will be submitted to the Secretary of State **by June/July 2019**.
- 16.5 An Independent Examination will be carried out by an Inspector whose role will be to assess whether the DPD has met the tests of soundness, complied with the legal and procedural requirements and has been prepared taken into account the requirements of the Duty to Cooperate. The Examination is likely to be **in Winter 2019** with an adoption of the DPD by **early 2020**.
- 16.6 Whilst Officers have recommended that the Council should broadly proceed on the basis of the draft Site Allocations DPD that was published for Regulation 18 consultation subject to the proposed modifications, it is accepted that the ultimate decision would rest with Council and the way it will exercise its planning judgment. In the event that Members decide to reject the advice of Officers and safeguard the land east of Martyrs Lane as a whole or any parts of it, there will be a need to gather the necessary information to defend the Council's position.

17.0 Implications

Financial

- 17.1 The cost of preparing the DPD has been and will be met from existing Planning Policy Service Plan budget and approved investment programme.

Human Resource/Training and Development

Site Allocations Development Plan Document (DPD)

- 17.2 There are no human resource or training and development implications for preparing the DPD.

Community Safety

- 17.3 Addressed as part of the Sustainability Impact Assessment.

Risk Management

- 17.4 The LDS includes risk and contingency planning for the preparation of Local Development Documents including the Site Allocations DPD. Given the contentious nature of the proposals in the DPD, in particular the release of Green Belt land for development and the range of interested parties who have expressed an interest in the DPD, it is critical that the decisions of the Council are justified by evidence that is robust and credible to be able to withstand scrutiny at a Public Examination. The purpose of the DPD is to help deliver the requirements of the Core Strategy. Without its expeditious preparation there is the likelihood that the delivery of the Core Strategy could be undermined and a resultant risk that inappropriate developments will be approved on an ad hoc basis through the appeal process.

- 17.4 There have been persistent calls from many sources including discussions with the Department for Communities and Local Government (DCLG) for the Council to review its Core Strategy to address its unmet housing need. The calls are likely to be intensified if there is further delay to the Site Allocations DPD process. If that is successful, more land might have to be found than is already identified in the draft Site Allocations DPD. Current government policy is for local authorities to plan to meet unmet needs within the Housing Market Area. The Housing Market Area for Woking comprises Guildford, Waverley and Woking boroughs. The emerging Government policy is to meet the unmet needs of neighbouring areas. In the case of Woking, the neighbouring areas will be Runnymede, Surrey Heath, Guildford and Elmbridge Boroughs. This could have significant implications on how the Council plans to meet its housing need. The Government also proposes a new methodology for calculating objectively assessed housing need instead of by the Strategic Housing Market Assessment. By applying the new methodology, the objectively assessed housing need for Woking Borough is likely to come down significantly to 409 dwellings per year instead of the current 517 dwellings per year. Assuming the revised figure is confirmed, Officers believe that it will make no material difference to the current 292 dwellings per year housing requirement set out in the Core Strategy that the Council is planning to deliver. This is because the Council's adopted housing requirement of 292 dwellings per year is still significantly lower than the revised objectively assessed housing need of 409 dwellings per year. In this regard, Officers will advise that the Council should continue with the course so far taken in the preparation of the Site Allocations DPD.

Sustainability

- 17.4 Addressed as part of the Sustainability Impact Assessment.

Equalities

- 17.5 The DPD will contribute towards meeting the accommodation needs of Travellers.

18.0 Consultations

- 18.1 The Portfolio Holder for planning has been consulted.

19.0 Conclusions

- 19.1 The Officers' recommendation on the key question posed by the consultation is that the land east of Martyrs Lane should not be safeguarded because there will be a significant risk of the DPD being found unsound if the Council is to take that approach to safeguarding.
- 19.2 The Working Group has already received a report in July 2016 regarding the analysis of representations received during the Regulation 18 consultation of the draft Site Allocations DPD. It is not intended to repeat that in this report. However, it is necessary that Members take full account of that before making a decision about the DPD that the Group wishes to publish for Regulation 19 consultation. The Government is committed to a plan-led planning system. In this regard, it requires Local Planning Authorities to prepare Local Development Documents (LDD) that will set out the planning policy framework for meeting the needs of the community and protecting the environment. The Core Strategy is the main document amongst the LDDs. The Core Strategy was adopted in October 2012, and the Council is committed to its comprehensive delivery. The Site Allocations DPD is one of the fundamental documents that the Council has committed to prepare to identify specific sites to enable the Core Strategy to be delivered.
- 19.3 The draft Site Allocations DPD was published for Regulation 18 consultation between June and July 2015. There was significant interest in the DPD during the consultation period resulting in the submission of 32,712 separate representations by 1,692 individuals and organisations. Each representation has been addressed in detail, and Members are already in receipt of that information. A copy of the responses is in the Members' Lounge. At its meeting in October 2016, Members of the Council requested that a further consultation exercise be undertaken on the possibility of substituting the land east of Martyrs Lane for the six safeguarded sites in Pyrford, Mayford and Byfleet that were identified in the draft Site Allocations DPD before they make a decision on their preferred approach to the safeguarding of Green Belt land for the purposes of the Regulation 19 consultation. 3,018 individuals and organisations submitted comments to this consultation comprising 32,164 separate representations. Each representation has been addressed in detail as set out in Appendix 2. In addition, the issues that attracted most representations have been identified and comprehensively addressed in various Topic Papers to provide useful and efficient platform for considering the merits of the individual representations. The Topic Papers are attached to the report.
- 19.4 Overall, Officers are satisfied that subject to the proposed modifications the general course taken in the draft Site Allocations DPD is defensible and can withstand scrutiny at an examination. The possibility of safeguarding the land east of Martyrs Lane should be rejected because doing so would risk the DPD being found unsound. Whilst residents have made their views forcefully to the Council and their comments are valued, there has not been any demonstrable evidence that is significant enough to justify the safeguarding of Martyrs Lane to meet future development needs when compared against the other six sites. It is requested that subject to the proposed modifications being agreed, the draft DPD and its supporting documents should be supported and published for Regulation 19 consultation for six weeks to give the public a further opportunity to comment on the DPD before it is submitted to the Secretary of State for Examination. Officers are fully aware of the position taken by the Working Group before the Martyrs Lane consultation exercise and appreciate that ultimately the decision about the Council's preferred approach to safeguarding will be a planning judgment that rests with Members. In making that judgment Members are advised to be guided by the available evidence. The planning process can often be legalistic and every effort must be made to avoid a successful legal challenge on grounds that the judgment made is irrational and/or perverse. If Members are minded to safeguard the land east of Martyrs

Site Allocations Development Plan Document (DPD)

Lane, the Council should guard against the risk of other sites being recommended by the Secretary of State to be identified in addition to the land east of Martyrs Lane because they also have the strength of evidence to justify their safeguarding.

Equality Impact Assessment

The purpose of this assessment is to improve the work of the Council by making sure that it does not discriminate against any individual or group and that, where possible, it promotes equality. The Council has a legal duty to comply with equalities legislation and this template enables you to consider the impact (positive or negative) a strategy, policy, project or service may have upon various equality target groups. Further details and guidance on completing the form are [available](#).

		Positive impact?	Negative impact?	No specific impact	What will the impact be? If the impact is negative how can it be mitigated?(action)
Gender	Men			✓	
	Women			✓	
	Transgender			✓	
Race	Asian or Asian British people			✓	
	Black or Black British people			✓	
	Mixed race people			✓	
	Irish people			✓	
	White people			✓	
	Other minority ethnic group			✓	
	Gypsies / travellers	✓			The DPD allocates land to meet the needs of Travellers.
Disability	Physical			✓	
	Sensory			✓	
	Learning Difficulties			✓	
	Mental Health			✓	
Sexuality	Lesbian, gay men, bisexual			✓	
Age	Older people (50+)	✓			The DPD allocated land to meet the accommodation needs of the elderly.
	Younger people (16 - 25)			✓	

Belief	Faith Groups			✓	
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Sustainability Impact Assessment

Officers preparing a committee report are required to complete a Sustainability Impact Assessment. Sustainability is one of the Council's 'cross-cutting themes' and the Council has made a corporate commitment to address the social, economic and environmental effects of activities across Business Units. The purpose of this Impact Assessment is to record any positive or negative impacts this decision, project or programme is likely to have on each of the Council's Sustainability Themes. For assistance with completing the Impact Assessment, please refer to the instructions below. Further details and guidance on completing the form are [available](#).

Theme (Potential impacts of the project)	Positive Impact	Negative Impact	No specific impact	What will the impact be? If the impact is negative, how can it be mitigated? (action)
Use of energy, water, minerals and materials			✓	
Waste generation / sustainable waste management			✓	
Pollution to air, land and water			✓	
Factors that contribute to Climate Change			✓	
Protection of and access to the natural environment	✓			The DPD allocates sites for Suitable Alternative Natural Greenspace (SANGs).
Travel choices that do not rely on the car	✓			The DPD focuses development in sustainable locations that are in close proximity to key services and facilities with scope to reduce the need to travel by car.
A strong, diverse and sustainable local economy	✓			The DPD allocates land for employment uses
Meet local needs locally	✓			The DPD allocates land to meet housing, employment and recreational needs.
Opportunities for education and information	✓			The DPD allocates land for education.
Provision of appropriate and sustainable housing	✓			The DPD allocates land for housing.
Personal safety and reduced fear of crime			✓	
Equality in health and good health			✓	
Access to cultural and leisure facilities	✓			The DPD allocates land for SANGs
Social inclusion / engage and consult communities			✓	
Equal opportunities for the whole community			✓	

Contribute to Woking's pride of place	✓			The DPD will enable growth to be managed in a sustainable manner.
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AMENDMENT

Cllr Bowes will PROPOSE and Cllr Bittleston will SECOND that Recommendation (ii) of Agenda Item 6 be amended as follows:

- (ii) **Save as for proposal sites GB9 (Land north east of Saunders Lane), GB10 (Land to the north west of Saunders Lane) and GB11 (Land rear of 79-95 Lovelace Drive) which are not to be released from the Green Belt in order to be safeguarded for future development needs or otherwise, the draft Site Allocations DPD (Appendix 3) and the accompanying revised Sustainability Appraisal report and the Habitats Regulations Assessment (copies are in the Members' Lounge) be supported for the purposes of Regulation 19 consultation to give the public an opportunity to make formal representations.**

REASONS FOR THE AMENDMENT:

1. Having read the officers' report together with its appendices and supporting evidence, and having considered the responses from both consultations in 2015 and 2017, we have concluded that there are exceptional circumstances which justify revising the Green Belt boundary in the locations set out within the draft DPD at Appendix 3 so as to meet the need for homes, infrastructure and SANGs from 2022 to 2027 in accordance with CS6 Core Strategy and paragraph 137 NPPF.
2. In accordance with paragraph 139(c) NPPF, we have then moved to address our mind to identifying areas of safeguarded land between the urban area and the Green Belt in order to meet longer-term development needs of the Borough, so as to ensure the Green Belt boundary would not need to be altered at the end of the plan period and would endure as a permanent boundary.
3. We have considered the available land identified for that purpose within the Green Belt Review and note that all the recommended sites would give rise to a certain level of harm to the sustainability objectives. In particular, we note that GB 9, 10 and Land east of Upshot Lane (formerly GB13 in the Regulation 18 consultation) are all within the designated "Escarpment of Rising Ground of Landscape Importance" which policy CS24 Core Strategy specifically identifies as a "key landscape" to be "conserved" and where possible "enhanced". Furthermore, whilst GB11 is not within the Escarpment designation, it is adjacent to the Escarpment and forms part of an important rural landscape setting to the southerly boundary with the urban area of Woking which we consider to also be protected by policy CS24. Moreover, GB11 together with Land east of Upshot Lane (formerly GB13) form part of the setting of the Registered Park and Garden at Pyrford Court and the Aviary Road Conservation Area (both designated heritage assets). In their present open and rural form these sites make an important contribution towards the respective heritage significance of

those designated heritage assets. Paragraph 193 NPPF requires “great weight” to be attached to the conservation of designated heritage assets. We are therefore of the view that exceptional circumstances do not exist so as to justify the release of proposal sites GB 9, 10 and 11 (and in agreement with officers, Land east of Upshot Lane, formerly GB13) from the Green Belt because the use of those sites for residential development would: (i) conflict with policy CS24 Core Strategy and thus not be in accordance with the development plan’s strategy for sustainable development contrary paragraph 139(a) NPPF, (ii) fail to protect or enhance a valued landscape in accordance with paragraph 170(a) NPPF, (iii) in the case of GB11 and Land east of Upshot Lane (formerly GB13), fail to conserve designated heritage assets and (iii), result in the permanent loss of Green Belt land assessed within the Green Belt Review as performing variously a “critical” and “major” role to check urban sprawl and a “critical” and “major” role towards safeguarding the countryside from encroachment Moreover, contrary to CS6 Core Strategy, we consider that the development of GB9, 10 and 11 (and Land east of Upshot Lane, formerly GB13) would individually and certainly collectively, critically undermine the overall purpose and integrity of the Woking Green Belt.

4. We consider that there are merits to the northern part of the Martyr’s Lane site as a location to meet long term development needs, not least that development in this location would cause less harm to the landscape and Green Belt than GB 9, 10 and 11 (and Land east of Upshot Lane), would cause no harm to heritage assets and is proximate to three major employers. However, we have concluded in agreement with officers, that the fact the land is not presently available for development, or likely to be at the point it would be required, and that a CPO is not likely to be successful, exceptional circumstances do not presently exist to justify release of the site from the Green Belt for the purpose of safeguarding in order to meet the Borough’s long-term development needs.
5. We have noted that GB 4 (Land south of Parvis Road) & 5 (Land to the south of Rectory Lane) are not within or adjacent to a landscape feature of acknowledged importance or within a setting of any designated heritage asset. Furthermore, both are within a land parcel identified in the Green Belt Review as being of high suitability for release from the Green Belt, were assessed as making only a “slight/negligible” contribution to Green Belt purposes and for which Green Belt designation had “prevented expansion of Byfleet into what would be otherwise a generally suitable location”. Accordingly, we are satisfied that exceptional circumstances have been demonstrated to justify release of proposal sites GB 4 & 5 from the Green Belt and for their safeguarding to meet future development needs, to ensure an enduring Green Belt boundary well into the next plan period.
6. We note that GB8 (Woking Garden Centre) is similarly not within or adjacent to a landscape feature or within the setting of a designated heritage asset and is presently already developed and in use as a nursery. Furthermore, it is adjacent to the new Hoe Valley Free School and Woking Sports Box (now implemented under PLAN/2015/0703) which has heavily reduced the Green Belt function of this site. We are therefore satisfied that the necessary exceptional circumstances have been demonstrated to justify release of proposal site GB8 from the Green Belt and for its safeguarding to meet future development needs, to ensure an enduring Green Belt boundary well into the next plan period.
7. We consider that, subject to those amendments and Regulation 19 consultation, the draft Site Allocations DPD at Appendix 3 would be sound, comply with the relevant procedural requirements and will be ready for independent examination in accordance with s.20(2) Planning and Compulsory Purchase Act 2004.

WOKING BOROUGH COUNCIL

NOTES OF A MEETING OF THE LOCAL DEVELOPMENT FRAMEWORK WORKING GROUP

HELD ON 5 SEPTEMBER 2018 IN THE BOARD ROOM - CIVIC OFFICES

Present: Councillor Simon Ashall
Councillor Tahir Aziz
Councillor David Bittleston
Councillor Ashley Bowes
Councillor Liam Lyons
Councillor Nancy Martin
Councillor Louise Morales

Ernest Amoako
Douglas J Spinks
Daniel Ashe
Gillian Bernadt
Stephanie Broadley
James Stansfield

Actions

1. Election of Chairman

Councillor Bittleston moved and Councillor Ashall seconded the election of Councillor Bowes as Chairman.

RESOLVED

That Councillor A Bowes be elected Chairman of the Local Development Framework Working Group for ensuing year.

2. Appointment of Vice-Chairman

Councillor Ashall moved and Councillor Martin seconded the appointment of Councillor Bittleston as Vice-Chairman.

RESOLVED

That Councillor D Bittleston be appointed Vice-Chairman of the Local Development Framework Working Group for ensuing year.

3. Apologies for Absence

There were no apologies for absence.

4. Minutes

The minutes of the meeting for the Working Group held on 6 March 2018 were received.

5. Matters Arising from the Minutes

No matters were raised.

6. Site Allocation Development Plan Document (DPD)

Ernest Amoako provided a brief summary of the report before the Working Group. The Members of the Working Group were invited to consider the various responses to the consultation on safeguarding land to the east of Martyrs Lane, as well as consider the content of the amended draft Site Allocations DPD, with a view to submitting recommendations to Council for the public consultation. The Members were reminded that at its meeting on 1 July 2016, the Group had agreed to support the sites proposed to be allocated to enable the Core Strategy to be delivered up to 2027.

Members had requested that Officers undertake a public consultation exercise in respect of the possibility of substituting a number of sites safeguarded in the 'Regulation 18' version of the draft Site Allocations DPD which would meet future development needs between 2027 and 2040 with land to the east of Martyrs Lane. The consultation had taken place between 6 January and 27 March 2017. Overall, 3,018 individuals and organisations had submitted comments comprising of 32,164 separate representations. A significant proportion of respondents – 2,445 (81%) – had objected to the possibility of safeguarding the land east of Martyrs Lane. The Members of the Working Group were provided with an electronic summary of representations received with Officers' responses and recommendations, including a summary of key issues raised and how the Officers had sought to address them.

Section 9 of the report had provided in detail a summary of the reasons why Officers had come to the view that the original six sites safeguarded in 'Regulation 18' DPD (except site GB13, Land east of Upshot Lane and south of Aviary Road, Pyrford) would continue to be Council's preferred approach to safeguarding. Safeguarding the land to the east of Martyrs Lane would pose a higher risk to the soundness of the DPD. It had therefore been recommended that Martyrs Lane would not be safeguarded for the purpose of going forward with the Sites Allocations DPD.

Members had also requested that Officers revisit the suitability of Ten Acre Farm to meet the accommodation needs of Travellers. Officers had addressed this matter in Section 11 of the report. A revised, defensible recommendation for meeting Travellers accommodation needs had been proposed in Section 11.6 of the report. This had taken into account a recent planning application approved at Planning Committee for the relocation of the Woking Gymnastics Club to Ten

Arce Farm (subject to legal agreement). Douglas Spinks had confirmed to the Group that the Secretary of State had indicated that the application would not be called in.

Ernest Amoako highlighted Section 15 of the report, which summed up a number of changes to the draft Site Allocations DPD, mainly due to the status of some of the sites changing since the Site Allocations DPD had been published for Regulation 18 consultation (for example the deletion of sites where development had been completed). The schedule of proposed changes was provided in Appendix 8 of the report.

Officers were seeking support from the Group to recommend to Council that the draft DPD and accompanying Submission Documents including the Sustainability Appraisal and the Habitats Regulations Assessment, be published for Regulation 19 consultation. The consultation would give the public an opportunity to make final representations that would be considered by the Council before the DPD was submitted to the Secretary of State for examination.

The Group noted the details of the report. Councillor Bowes had commented on the substantial response to the consultation on land to the east of Martyrs Lane and agreed with Officers' recommendation that the land east of Martyrs Lane should not be safeguarded.

Douglas Spinks informed the Members of the Working Group that Ten Acre Farm had been referred to the Secretary of State under recommendations from the Planning Committee. The Secretary of State had decided not to intervene, and as such a Decision Notice would soon be issued.

Recommendation (ii) of the Officers' report proposed to safeguard five of the six sites in the draft DPD for the purposes of the Regulation 19 consultation. Officers had recommended that Proposal GB13, land east of Upshot Lane and south of Aviary Road, Pyrford should not be safeguarded based on the review of the available evidence.

Councillor Bowes submitted to the Working Group a proposed amendment to recommendation (ii) of the Officers' report. Councillor Bowes proposed and Councillor Bittleston seconded that recommendation (ii) of Agenda Item 6 be amended as follows:

- (ii) Save as for the proposal sites GB9 (Land of the East of Saunders Lane), GB10 (Land to the North West of Saunders Lane) and GB11 (Land rear of 79-95 Lovelace Drive) which would not be released from the Green Belt in order to be safeguarded for future development needs or otherwise, the draft Site Allocations DPD (Appendix 3) and the accompanying revised Sustainability Appraisal report and the Habitats Regulations Assessment (copies are in the Members' Lounge) be supported for the purposes of Regulations 19 consultation to give the public an opportunity to make formal representations.

Councillor Bowes read out the reasons for the amendment to the Group (attached in full in Appendix 1). Together with Councillor Bittleston, Bowes had reviewed the Officers report together with the appendices, supporting evidence and responses from both the Regulation 18 consultation and Martyrs Lane consultation. They had concluded that exceptional circumstances did exist to justify revising the Green Belt boundary in the locations set out within the draft DPD in Appendix 3 of the report to meet the demand for homes, infrastructure and SANGs from 2022 to 2027 in accordance with CS6 Core Strategy and Paragraph 137 NPPF. However, having considered the land available to meet longer-term development needs of the Borough between 2027 and 2040 in order to ensure the enduring permanence of the Green Belt boundary, they had further concluded that there was not an exceptional circumstances justification for the release of the two sites in Pyrford (GB12 and GB13 in the draft DPD) and the two sites in Mayford (GB10 and GB11 in the draft DPD) for the reasons given in Appendix 1 of these minutes.

Councillor Bowes had also provided clear reasons why exceptional circumstances reasons existed to justify the safeguarding of the two sites in Byfleet to meet future development needs between 2027 and 2040. The other Members of the Working Group were invited to make comments on the report and the proposed amendment.

Councillor Lyons sought clarity on why it remained necessary to remove sites at this stage of the DPD preparation. He further enquired if it would be possible to leave in all sites for comment by the public at Regulation 19 stage. Councillor Bowes stressed that the DPD published for Regulation 19 stage consultation would be the version that the Council intended to submit to the Secretary of State, and would therefore represent the Council's preferred strategy for safeguarding. In the view of the Chairman, enough information had been provided in the Officers' report and the proposed amendment for the Working Group to make a recommendation to Council on the best approach to safeguarding.

Councillor Morales queried whether harm to heritage assets and landscape justified not safeguarding land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford (GB9) and land to the rear of 79 – 95 Lovelace Drive, Teggs Lane, Pyrford (GB11). She commented that development in the Town Centre would accommodate whilst mitigating impacts of development on heritage assets such as the mosque in Oriental Road. She agreed, however, with the view that land to the north west of Saunders Lane, Mayford (site GB10 of the revised DPD) should not be safeguarded for its peculiar shape to the northern edge and the impact that would have on the Green Belt boundary.

Councillor Bowes stressed that, in order to change the Green Belt boundaries, the test of exceptional circumstances needed to be met as per policy in the NPPF. This had led to both himself and Councillor Bittleston forming a different planning judgement to Officers, based on harm to heritage assets. They had given limited consideration to how

the shape of a site would affect the Green Belt boundary as this was, of itself, not a material consideration beyond whether its shape affected permanence. Councillor Bowes reiterated that having reviewed the results of the Sustainability Appraisal with Councillor Bittleston, they had both come to a view that sites GB9, GB10, and GB11 of the revised DPD performed a critical function in Green Belt terms and that removing them from the Green Belt would offend various sustainability objectives, as well as local and national policy (as detailed in the reasons at Annex 1). Accordingly, it was not felt that exceptional circumstances existed as per the NPPF to justify releasing them from the Green Belt.

Councillor Morales felt that the Council needed to be visionary and plan for the needs of future generations. She was concerned that not safeguarding the land at GB9 and GB11 would jeopardise the ability of the Council to provide lower density, family housing outside of the Town Centre, and the provision of affordable housing in the future. Councillor Bowes clarified that there would be another opportunity in 2027 to plan to meet the needs of future generations, as the Core Strategy would need to be revised.

The Chairman called for a vote to be taken on the proposed amendment and the votes for an against refusal of the amendments were recorded as follows:

In favour: Cllrs S Ashall, T Aziz, D Bittleston, L Lyons, N Martin

Total in favour: 5

Against: Cllrs L Morales

Total against: 1

It was therefore

RESOLVED

That the proposed amendment attached in Appendix 1 to these minutes be noted.

Councillor Morales moved and Councillor Lyons seconded a motion to amend Recommendation (ii) to safeguard sites GB9 and GB11 in the draft Site Allocations DPD for release from the Green Belt to meet future development needs between 2027 and 2040. The proposed amendment read as follows:

- (ii) Save for proposal site GB10 (Land to the North West of Saunders Lane) which had not to be safeguarded for future development needs or otherwise, the draft Site Allocations DPD (Appendix 3) and the accompanying revised Sustainability Appraisal report and the Habitat Regulations Assessment (copies are in the Members'

Lounge) to be supported for the purposes of Regulation 19 consultation would give the public an opportunity to make formal representations.

In debating the motion, Councillor Bowes expressed concern that this approach would result in safeguarding land which had in fact performed poorly in the Green Belt boundary review. Parcel 20, for example, had ranked 10th in Table 3.10 of the Green Belt boundary review in terms of its potential to deliver sustainable development relative to others, whereas Parcel 9 was assessed to be less sustainable. He reiterated that opting to safeguard the less sustainable sites would result in a DPD that would not be defensible at Examination. Councillor Lyons, however, argued that a more 'human' aspect to assessing sustainability should be given merit.

The votes for an against refusal of the amendment were recorded as follows:

In favour:	Cllrs L Lyons, L Morales
Total in favour	2
Against:	Cllrs S Ashall, T Aziz, D Bittleston, N Martin
Total against	4

The proposal to amend the amendment was therefore not supported.

The Members of the Working Group had commended the Planning Policy team on their extensive hard work in compiling an exceptional report.

Councillor Ashall examined the policies in the DPD in more detail. He requested that policy GB7 (Nursery land adjacent to Egley Road) be amended to be more prescriptive about the amount of green infrastructure that should be provided as part of any development coming forward. He had been concerned about the impact of development on existing housing, particularly in Chiltern Close and Hillside. Ernest Amoako reminded Members that the 'key requirements' of each site allocation proposal sought on-site measures to support the creation, protection, enhancement and management of local biodiversity and green infrastructure. Table 4.3 on p70 of the Green Belt boundary review report provided estimates of the net developable area of each site, and specified the additional area available for strategic open space and landscaping. He advocated a design-led approach at planning application and master planning stage, rather than being too prescriptive at the plan making stage.

The Chairman flagged up the footnotes on p70 of the Green Belt boundary review, which describe how additional land for green infrastructure that may come forward from other eastern parts of parcel

20 as a whole.

The Group agreed the following minor amendments to site GB7 (Nursery land adjacent to Egley Road, Mayford) to be incorporated in the DPD;

- To delete bullet point two of the key requirements beginning ‘the potential to focus development’ from the list of key requirements; and
- The last but two bullet point to be rephrased to read: “appropriate landscaping, potentially to include landscaping to provide buffer to the road and the railway lines, Hillside and Chiltern Close”.

Ernest Amoako highlighted the key requirement of policy GB7 which had promoted opportunities for an appropriate landscaping to be considered, potentially to include landscaping to buffer new development from the road and railway lines. A specific function of the buffer would be to reduce noise from the railway line. The Chairman agreed, but proposed that the bullet point be amended to specifically refer to Hillside and Chiltern Close as set out above. It was agreed that the draft Site Allocations DPD be amended to reflect this.

Councillor Lyons proposed and Councillor Morales seconded a motion to remove GB7 altogether from the proposed sites to be released from the Green Belt. Councillor Bowes stressed that the DPD would not be found sound if the site were to be removed and an alternative had not been found to deliver the estimated 188 dwellings to meet needs to 2027 (as set out in the Core Strategy). Councillor Lyons sought clarity from Officers. Douglas Spinks agreed that removing the site would undermine the integrity of the DPD. The motion to remove site GB7 from the DPD was subsequently retracted by Councillors Lyons and Morales, though Councillor Lyons asked that it be noted that he would not support housing development on the site.

The Group proceeded to discuss other site allocation policies. Having declared a pecuniary interest in the Woking Football Club stadium redevelopment proposal, Councillor Bowes had left the room and the Vice-Chairman led the following discussion on policy UA45.

Councillor Morales was concerned that the proposed number of dwellings on the site (992 dwellings) was significantly higher than the number of dwellings proposed on other urban sites of comparable size. She felt the proposed density would be inappropriate for a site outside the Town Centre and the proposal should reflect the capacities quoted in the DPD for sites of similar locations. Ernest Amoako acknowledged the significant increase in estimated numbers (caused in part by the expanded site area), but felt the approach taken had been suitable as it had accurately reflected the latest position on intended use of the site as agreed by the Council. Representations from public consultation had recommended that the site be considered for the proposed uses which had subsequently been appraised and recommended for inclusion in the DPD. The policy recognised that any planning

application for the site would be decided on its own merits.

Douglas Spinks clarified that, without the quantum of development proposed in the DPD, redevelopment of the site may not be feasible, including the redevelopment of the stadium which would affect the achievement of a number of positive objectives for the Borough. He added that there would be an opportunity to debate the figure at an Examination in Public, and then at Planning Committee in due course when a scheme came forward for determination.

Councillor Morales moved and Councillor Lyons seconded that policy UA45 should be amended to reflect a reduced number of dwellings. The votes were recorded as follows:

In favour:	Cllrs L Lyons and L Morales
Total in favour:	2
Against:	Cllrs S Ashall, T Aziz, D Bittleston, N Martin
Total against:	4

The proposal was therefore not supported.

Concerned about the potential loss of a community centre, Councillor Aziz asked that it be made explicit in policy UA33 (Walton Road Youth Centre) that 'community uses' should be stipulated as 'youth facility'. Officers stated that being too prescriptive about the specific function of the community facility was inadvisable and that, as it currently stood, the policy would allow for an assessment to be made at planning application stage of what specific community use would be needed at that time.

The discussion came to an end, and the following recommendations were agreed:

Recommendations

The Working Group agreed to recommend to the Council that:

- (i) the various responses to the consultation on the possibility of substituting the land east of Martyrs Lane for the six sites in Pyrford, Mayford and Byfleet identified for safeguarding in the draft Site Allocations DPD together with Officers' responses and recommendations as set out in Appendix 2 be noted.**
- (ii) Save for proposal sites GB9 (Land north east of Saunders Lane), GB10 (Land to the north west of Saunders Lane) and GB11 (Land rear of 79-95 Lovelace Drive) which are not to be released from the Green Belt in order to be safeguarded for future development needs or otherwise, the draft Site Allocations DPD (Appendix 3) and the accompanying revised**

Sustainability Appraisal report and the Habitats Regulations Assessment (copies are in the Members Lounge) be supported for the purposes of Regulation 19 consultation to give the public an opportunity to make formal representations.

- (iii) Authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD and its supporting Sustainability Appraisal Report, including the presentation of the documents and any updates on the status of the proposed sites before they are published for Regulation 19 consultation.**
- (iv) Authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to oversee the preparation and approval of the following accompanying Submission Documents which will be sent to the Secretary of State for Examination – the Consultation Statement, the Duty to Cooperate Statement and Equality Impact Assessment Statement; and**
- (v) Authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve any minor changes to the DPD and its supporting documents to reflect any further changes to national planning policy.**

7. Proposed Revision to Local Development Scheme (LDS)

Ernest Amoako introduced the report and briefly summarised the timetable set out in the updated Local Development Scheme (LDS). Subject to approval by Council, in accordance with the revised LDS, the Regulation 19 consultation on the Site Allocations DPD had been scheduled to begin in October/November 2018. The LDS anticipated that the DPD will be submitted to the Secretary of State by June/July 2019. An Examination would be likely in Winter 2019 with adoption of the DPD likely to be early 2020.

The Group did not have any further comments on this item, and following Officers recommendations were agreed.

Recommendations

The Working Group requested the Executive to recommend to Council that:

- (i) the proposed revisions to the LDS be approved and the revised LDS as set out in Appendix 1 be adopted to provide an up to date timetable for the preparation of the Site Allocations DPD; and**
- (ii) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning, to approve any minor changes to the revised LDS to reflect new information, including national guidance before it is adopted.**

8. Review of Woking Core Strategy

As a consequence of an amendment to the Town and Country (Local Planning) (England) Regulations 2012 brought about this year, local planning authorities had now been required to review a local development document within the following time periods:

- (a) In respect of a local plan, the review must be completed every five years, starting from the date of the adoption of the local plan, in accordance with section 23 of the Act (adoption of local development documents); and
- (b) In respect of a Statement of Community Involvement, the review must be completed every five years, starting from the date of adoption of the Statement of Community Involvement in accordance with Section 23 of the Act.

Ernest Amoako summarised the report, which set out in detail the outcome of the Officers' review of the Core Strategy. Having conducted a thorough review, it had been concluded that there is no justification for an immediate modification to the Plan. As per Government procedure, the reasons for this decision as set out in the review would need to be published on the Council's website.

Councillor Bowes was satisfied with the review and the Officers' conclusions. The Group had no further comments and agreed the recommendations.

Recommendations

The Working Group recommended to Council that:

- (i) The view of the Woking Core Strategy included in Appendix 1 be approved;**
- (ii) the Woking Core Strategy continue to be up to date for the purposes of managing development across the Borough;**
- (iv) the details of the review be published on the Council's website as soon as it is reasonable to do so after Council's approval; and**
- (v) authority be delegated to the Deputy Chief Executive, in consultation with the Portfolio Holder for Planning, to approve any minor changes to the review to reflect new information, including any national guidance before it is published.**

9. Any Other Business

No matters were raised under Any Other Business.

10. Date of Next Meeting

It was agreed that a meeting would be called as and when it was needed.

The meeting commenced at 6.30 pm
and ended at 8.10 pm



Woking Local Development Documents

Site Allocations Development Plan Document

Regulation 19 Consultation



October 2018

How to get involved and have your say

This is the Council's Draft Site Allocations Development Plan Document (DPD) for Woking Borough. This document is being published for Regulation 19 consultation to give you a final opportunity to submit representations. These will be taken into account before the Publication version of the DPD is submitted to the Secretary of State for Public Examination.

The main purpose of the DPD is to identify and allocate specific sites for future development needs. This will facilitate the delivery of the Woking Core Strategy (2012). The Site Allocations DPD also takes a long term strategic view of the future and safeguards land for residential development beyond the present Plan period (between 2027 and 2040). The DPD is being published for Regulation 19 public consultation for a period of six weeks. The Regulation 19 consultation is the final opportunity for you to comment on the Site Allocations DPD.

It is important that you are involved in the preparation of the Site Allocations DPD as it enables your views to be considered in shaping the planning of local development sites.

The consultation period for the DPD is between **XXXX** and **XXXX** (by 5.00pm). Representations made at this stage of the process should relate to one of the tests of soundness. To be sound, the Site Allocations DPD should be positively prepared, justified, effective and consistent with national policy. It must also satisfy the legal requirements. For full details of the tests of soundness see paragraph 182 of the National Planning Policy Framework ([NPPF](#)). You are encouraged to send any representations that you may have.

The Site Allocations DPD and its supporting Sustainability Appraisal Report and Habitat Regulations Assessment are available for inspection at the following venues:

- Woking Borough Council, Civic Offices, Gloucester Square, Woking, GU21 6YL. Monday to Friday 9am – 4.45pm
- Woking, Byfleet, West Byfleet and Knaphill libraries. Please www.surreycc.gov.uk for address and opening times of the libraries
- On the website at www.woking2027.info, and
- At consultation events. Further details can be found on the Council's website www.woking2027.info.

You can submit your comments through a variety of means:

- The Council's preference is to complete the online representation form (see www.woking2027.info)
- Alternatively complete a representation form and return this by email to planning.policy@woking.gov.uk.
- You can email your comments to planning.policy@woking.gov.uk.
- If you are unable to submit your representation electronically, then you can post your representation form or a letter to: The Planning Policy team, Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL

Please note that the Council cannot accept confidential or anonymous representations and representations must be received by no later than **XXXX**.

Representations may be accompanied by a request to be notified at a specified postal or email address of any of the following:

- That the Site Allocations DPD has been submitted to the Secretary of State for Independent Examination;

- The publication of the recommendations of any person appointed to carry out an Independent Examination of the DPD; and
- The adoption of the DPD.

If you require this notification, please remember to specify this on the representation form and provide your preferred contact details.

All representations received will be published on the Council's website and made available for inspection at Civic Offices following the conclusion of the consultation period. Representations will be identifiable by name and organisation. Any other personal information provided will be processed by Woking Borough Council in line with the Data Protection Act 1998 and the General Data Protection Regulations (GDPR.)

What happens next?

After the consultation period, all duly made representations received together with the DPD and its supporting documents will be submitted to the Secretary of State for Independent Examination. Any persons or organisations that submit a representation during the Regulation 19 consultation will be notified of the details of the Examination once a date has been set.

If you have any questions on the document or plan making process, please do not hesitate to contact the Planning Policy Team on 01483 743871 or email planning.policy@woking.gov.uk.

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Introduction

Purpose

The purpose of the Site Allocations is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Woking 2027 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, 93,600 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 allocation 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 for residential development 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.

Your comments are important to help us ensure the DPD is 'sound'. In order to be sound, the Site Allocations DPD should be positively prepared, justified, effective and consistent with national policy. It must also satisfy the legal requirements. The representations you provide during this consultation should reflect the tests of soundness and will be considered before the document is submitted to the Secretary of State for Independent Examination. This is therefore the final opportunity to submit representations before the Independent Examination.

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 within the existing 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
Site plan	← Locates the site boundaries on a site plan.
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 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.
Photograph / Aerial photograph	← Provides a recent photograph of some or the entire site.
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.
Reasoned justification 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.
Key evidence base: Strategic Housing Land Availability Assessment.	
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.

Delivery arrangements

Commentary on land ownership, availability, viability and any development phasing.

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 Proposal 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 this document (see **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)	Timing of delivery
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet and West Byfleet	Residential including Affordable Housing, replacement library, community use	During the Plan period
UA2	Trizancia House & Woodstead House, Chertsey Road	Canalside	Residential including Affordable Housing, offices	During the Plan period
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Canalside	Offices	During the Plan period
UA4	Kings Court and Thomsen House, Church Street East, Woking, GU21 6HA	Canalside	Offices	During the Plan period
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Canalside	Residential including Affordable Housing, offices	During the Plan period
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Canalside	Residential including Affordable Housing, offices, retail	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA7	Victoria Square Development, Church Street West, Woking, GU21 6HD	Canalside	Retail, hotel, medical/offices, residential, infrastructure (new Energy Centre, highway improvements, public open space)	During the Plan period
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Canalside	Residential including Affordable Housing	During the Plan period
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	St Johns	Retail, offices, residential including Affordable Housing	During the Plan period
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	Canalside	Offices	During the Plan period
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Canalside	Retail, offices, residential including Affordable Housing	During the Plan period
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Canalside	Offices	During the Plan period
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Canalside	Residential, offices, retail	During the Plan period
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	Canalside	Offices, warehousing, new Energy Station	During the Plan period
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, residential including Affordable Housing	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Canalside	Offices	During the Plan period
UA17	Griffin House, West Street, Woking, GU21 6BS	Canalside	Offices	During the Plan period
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	Canalside	Offices	During the Plan period
UA19	Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ	Canalside	Offices, residential including Affordable Housing	During the Plan period
UA20	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)	During the Plan period
UA21	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Horsell	Residential including Affordable Housing	During the Plan period
UA22	73 Horsell Moor, Horsell, GU21 4NL	Horsell	Residential including Affordable Housing	During the Plan period
UA23	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	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA24	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Heathlands	Residential including Affordable Housing	During the Plan period
UA25	Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW	Hoe Valley	Residential including Affordable Housing	During the Plan period
UA26	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Hoe Valley	Residential including Affordable Housing, retail	During the Plan period
UA27	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Canalside	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	During the Plan period
UA28	101-121 Chertsey Road, Woking, GU21 5BW	Canalside	Residential including Affordable Housing, offices	During the Plan period
UA29	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Canalside	Industrial, warehousing, offices	During the Plan period
UA30	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Canalside	Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)	During the Plan period
UA31	29-31 Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing	During the Plan period
UA32	1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road and 95-105 Maybury Road, Woking, GU21 5JL	Canalside	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA33	Walton Road Youth Centre, Walton Road, Woking, GU21 5DL	Canalside	Residential including Affordable Housing, community facility (youth centre)	During the Plan period
UA34	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Mount Hermon	Residential including Affordable Housing	During the Plan period
UA35	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Mount Hermon	Residential including Affordable Housing	During the Plan period
UA36	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Mount Hermon	Offices	During the Plan period
UA37	Former St Dunstons, White Rose Lane, Woking, GU22 7AG	Mount Hermon	Retail, residential including Affordable Housing	During the Plan period
UA38	Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Mount Hermon	Offices, residential including Affordable Housing	During the Plan period
UA39	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Mount Hermon	Offices, residential including Affordable Housing	During the Plan period
UA40	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns	Residential including Affordable Housing	During the Plan period
UA41	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Byfleet and West Byfleet	Industrial	During the Plan period
UA42	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	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
UA43	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	During the Plan period
UA44	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	Byfleet and West Byfleet	Residential including Affordable Housing, community use	During the Plan period
UA45	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	During the Plan period
UA46	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Canalside	Residential including Affordable Housing, offices and retail	During the Plan period
UA47	Car Park (East), Oriental Road, Woking, GU22 8BD	Mount Hermon	Residential including Affordable Housing and communal open space	During the Plan period

Table 3: Section B - development and infrastructure sites within the existing Green Belt

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB1	Land south of Brookwood Lye Road, Brookwood, GU24 0EZ	Heathlands	Residential including Affordable Housing	Delivery between 2022 and 2027
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Heathlands	Traveller pitches and Traveller transit site	During the Plan period

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB3	Brookwood Cemetery, Cemetery Pales, Brookwood, GU24 0BL	Heathlands	Essential infrastructure (cemetery and crematorium)	During 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 to between 2027 and 2040
GB5	Land to the south of Rectory Lane, Byfleet, KT14 7NE	Byfleet and West Byfleet	To meet long term development needs	Safeguarded to between 2027 and 2040
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Horsell	Essential infrastructure (junction upgrade and improvements)	During the Plan period
GB7	Nursery land adjacent to Egley Road, Mayford, GU22 0PL	Heathlands	Residential including Affordable Housing, recreational/open space and education	Delivery between 2022 and 2027
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Heathlands	To meet long term development needs	Safeguarded to between 2027 and 2040

Proposal Site reference	Site address	Ward	Allocated use(s)	Timing of delivery
GB9	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	Heathlands	To meet long term development needs	Safeguarded to between 2027 and 2040
GB10	Land to the north west of Saunders Lane, Mayford, GU22 0NN	Heathlands	To meet long term development needs	Safeguarded to between 2027 and 2040
GB11	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, GU22 8QZ	Pyrford	To meet long term development needs	Safeguarded to between 2027 and 2040
GB12	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	St John's Hook Heath Heathlands	To meet long term Green Infrastructure needs	Safeguarded to between 2027 and 2040
GB13	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	Byfleet and West Byfleet	Residential including Affordable Housing and Traveller pitches	Delivery for housing between 2022 and 2027. Traveller pitches on adoption of the DPD
GB14	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	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)	Timing of delivery
GB15	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Byfleet and West Byfleet	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB16	Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Heathlands	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB17	Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	Heathlands / Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB18	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB19	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Hoe Valley	Suitable Accessible Natural Greenspace (SANG)	During the Plan period
GB20	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Hoe Valley	Heritage Parkland/Country Park	During the Plan period
GB21	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 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](#).

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 within the existing 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 strategic 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 Regulation 18 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. The Council has 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 satisfies 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 provides 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 1789 homes, between 1 April 2010 and 31 March 2017 (**Table 8**).

Table 8: Residential completions 2010-2017

Monitoring year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Dwelling completions	146	175	273	370	66	360	399

Source: WBC monitoring records (September 2017)

The latest SHLAA was published in April 2014. 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 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.

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 will therefore contribute to this pool of housing development land.

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 (GB13) which has been identified in the GBBR for release from the Green Belt to meet development needs. Proposal Sites GB2 and GB13 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)
Temporary permissions with in principle support for permanent pitches	4 at Land to the south of Murrays Lane, Byfleet 1 at Land to the south of Gabriel's Cottage, Blanchards Hill 1 at Stable Yard, Guildford Road
Total 2010-2027	27
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 1 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 (Use Class B1) will be delivered between 2010 and 2027.

Table 10: Offices (Use Class B1)

Delivery mechanism	Floorspace (sqm)
Core Strategy requirement 2010 – 2027	28,000
Office completions and any outstanding office floorspace with planning permission (commitments) 2010 - 2014	2,633
Additional office floorspace to be provided in Urban Area 2014-2027	35,840
Office floorspace in Green Belt release sites	0 (Note: Broadoaks outstanding floorspace is counted in commitments figure)
Balance	10,490

This projected oversupply will provide contingency if a number of existing premises in the Borough were to change their use from offices to residential under current permitted development regulations.

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 (sqm)
Core Strategy requirement 2010 – 2027	20,000
Warehouse completions and any outstanding warehouse floorspace with planning permission (commitments) 2010 - 2014	-12,560
Warehousing in the Urban Area 2014 - 2027	25,889
Warehouse space in Green Belt	0
Balance	-6,671

The Employment Topic Paper acknowledges that there is a modest shortfall in identified warehousing land supply, but that improvements to the estates will continue to encourage additional warehousing investment.

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 (Use Classes A1 – A5) 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 (Use Classes A1, A2, A3, A4 and A5)

Delivery mechanism	Floorspace (sqm)
Core Strategy requirement 2010 – 2027	93,000
Retail completions 2010 - 2014	2,532
Retail in Woking Town Centre 2014 – 2027	Up to 75,300 additional A class floor space (of which 67,600 A1 retail, comprising 59,300 comparison and 8,300 convenience): <ul style="list-style-type: none"> • 2012-2016: 17,500 A1 retail (10,800 comparison and 6,700 convenience) • 2016 - 2021: 26,200 A1 retail (25,400 comparison and 800 convenience) • 2021-2027: 23,900 A1 retail (up to 23,100 comparison and 800 convenience).

Retail in West Byfleet District Centre 2014 - 2027	Up to 13,000 A class (of which 12,500 A1 retail, comprising 10,500 comparison and 2,000 convenience)
Retail in Local Centres 2014 – 2027: Knaphill, Byfleet, Sheerwater, Goldsworth Park, Brookwood, Horsell, Kingfield, St. Johns	Up to 3,200 A class (of which 2,600 A1 retail comprising 900 comparison and 1,700 convenience). Includes in Knaphill: up to 3,000 A class (of which 2,400 A1 retail comprising 700 comparison and 1,700 convenience).
Retail in Priority Places 2014 – 2027: The ward of Maybury and Sheerwater and the Lakeview Estate area of Goldsworth Park.	Increase choice of retail offer. In principle support for convenience retail outlet at Sheerwater.

The above areas are as defined on the [Proposals Map](#).

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 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)

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).

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 and any other relevant requirements of the [Core Strategy](#), the Development Management Policies DPD and other development 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.

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
Heathlands	✓	✓	✓	✓
Hoe Valley	✓	n/a	n/a	✓
Horsell	✓	n/a	n/a	n/a
Knaphill	n/a	n/a	n/a	n/a
Mount Hermon	✓	n/a	n/a	n/a
Pyrford	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

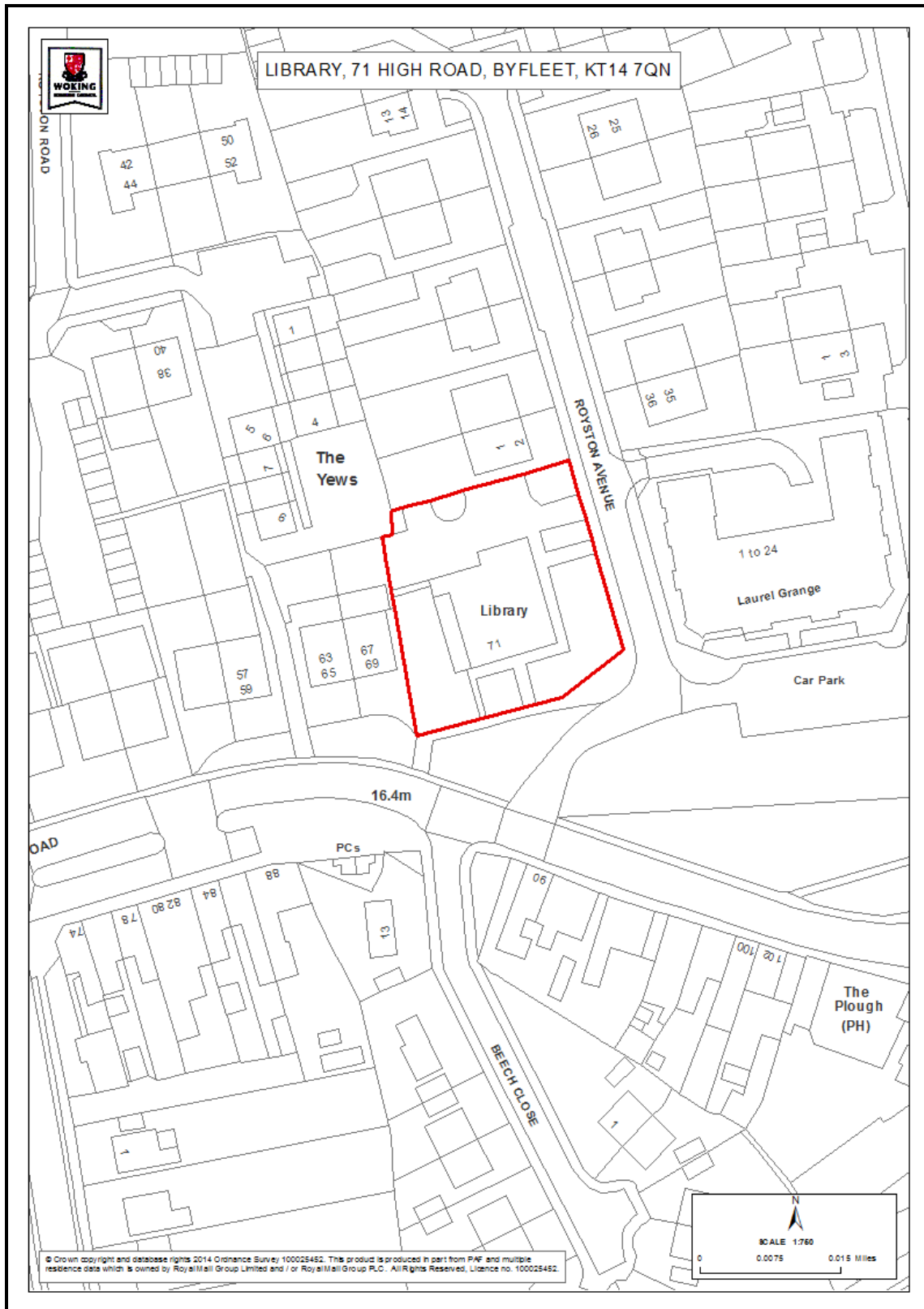
These sites are located in the existing built up areas of the Borough and these areas are known as the Urban Area. They are defined on the [Proposals Map](#) accompanying the Core Strategy.

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.

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.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Any proposal will be required to include a replacement community facility (library);
- Retain some form of the existing library service during redevelopment. Where feasible this could either be on site or off site within the local area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement will be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety;

- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The site is within Flood Zones 1 and 2 and a high risk groundwater vulnerability zone. The site also contains a principle aquifer. A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site, including the achievement of BREEAM ‘very good’ standards for any non-residential buildings over 1,000 sqm;
- Due to the proximity of adjacent roads, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity;
- The development should retain any trees of amenity and appropriate landscaping should be provided;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure.

Reasoned justification: This site is within Byfleet Local Centre, with local services such as schools, shops and community facilities close by.

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.

It is anticipated that the site will yield at least 12 dwellings.

Any development of the site should also meet all other relevant requirements of the Development Plan for the area and site specific requirements that might have to be secured under Section 106 Agreement.

Delivery arrangements:

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

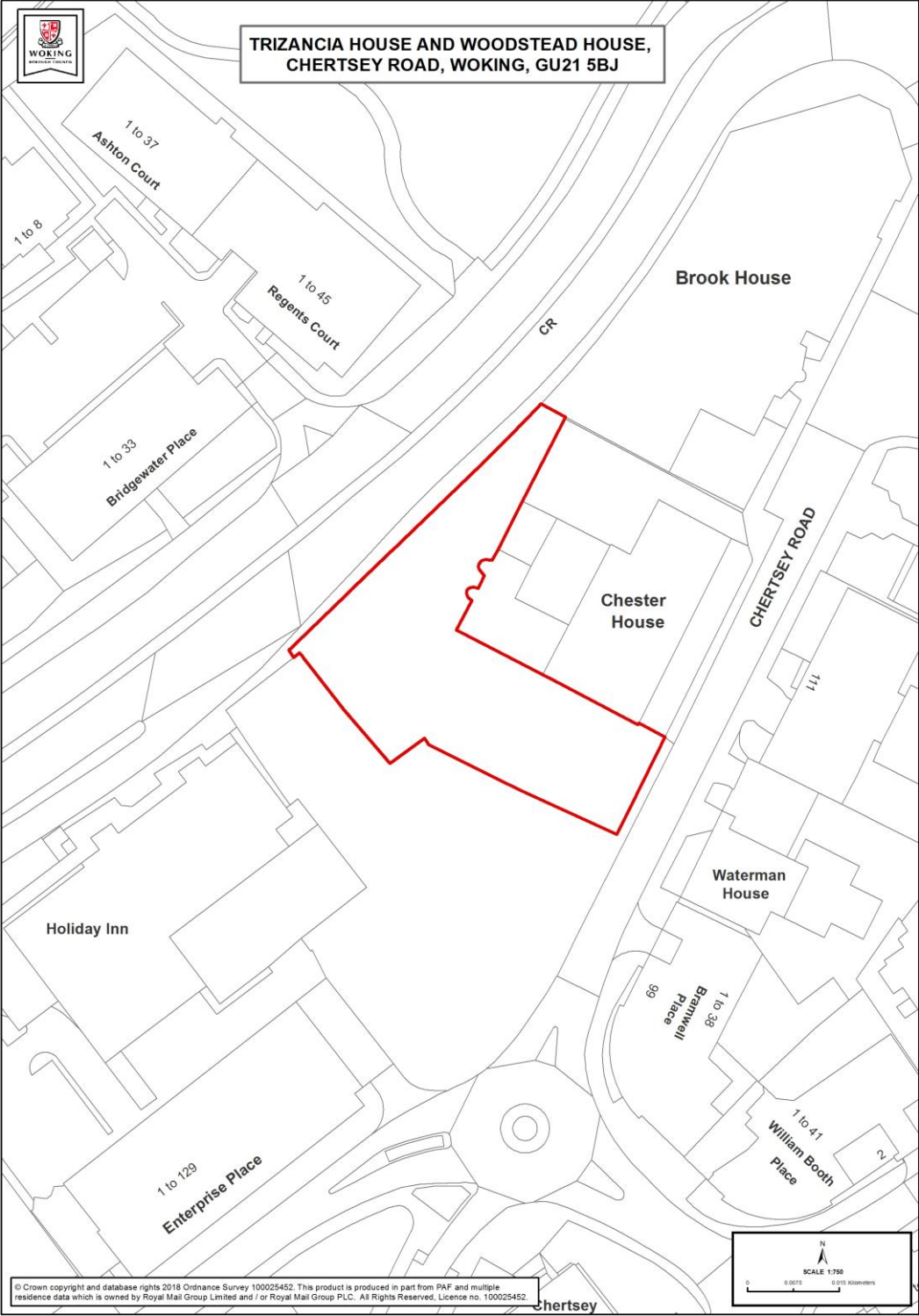
- The land is in the ownership of Surrey County Council and there are no known legal or other ownership problems associated with the site.

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

This 0.15 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and offices.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Redevelopment of the site to consider the immediate context, including adjacent proposed allocated sites (UA3 and UA4);
- A Transport Statement will be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety (the existing access is

shared)

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Appropriate landscaping should be provided;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure.
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be necessary.
- Due to the proximity of roads, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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 offices. The site is within Woking Town Centre High Accessibility Zone.

The existing buildings are between three and four storeys in height are currently vacant and appear to have been so for some time. Woodstead House has been demolished. There is opportunity here to redevelop these outdated offices to a mixed use scheme of residential and offices.

Kings Court, Thomson House and site UA4 have planning permission (PLAN/2014/1263) for the demolition of the existing buildings and the erection of an 8 storey office building (B1a) of 9,274sqm floorspace. This permission has not yet been implemented.

The Trizancia House and Chester House (UA3) were refused planning permission (dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings.

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.

It is anticipated that the site will yield at least 50 dwellings and 4000 sqm net office floorspace (5000 sqm gross). An indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a quality Town Centre development opportunity.

Delivery arrangements:

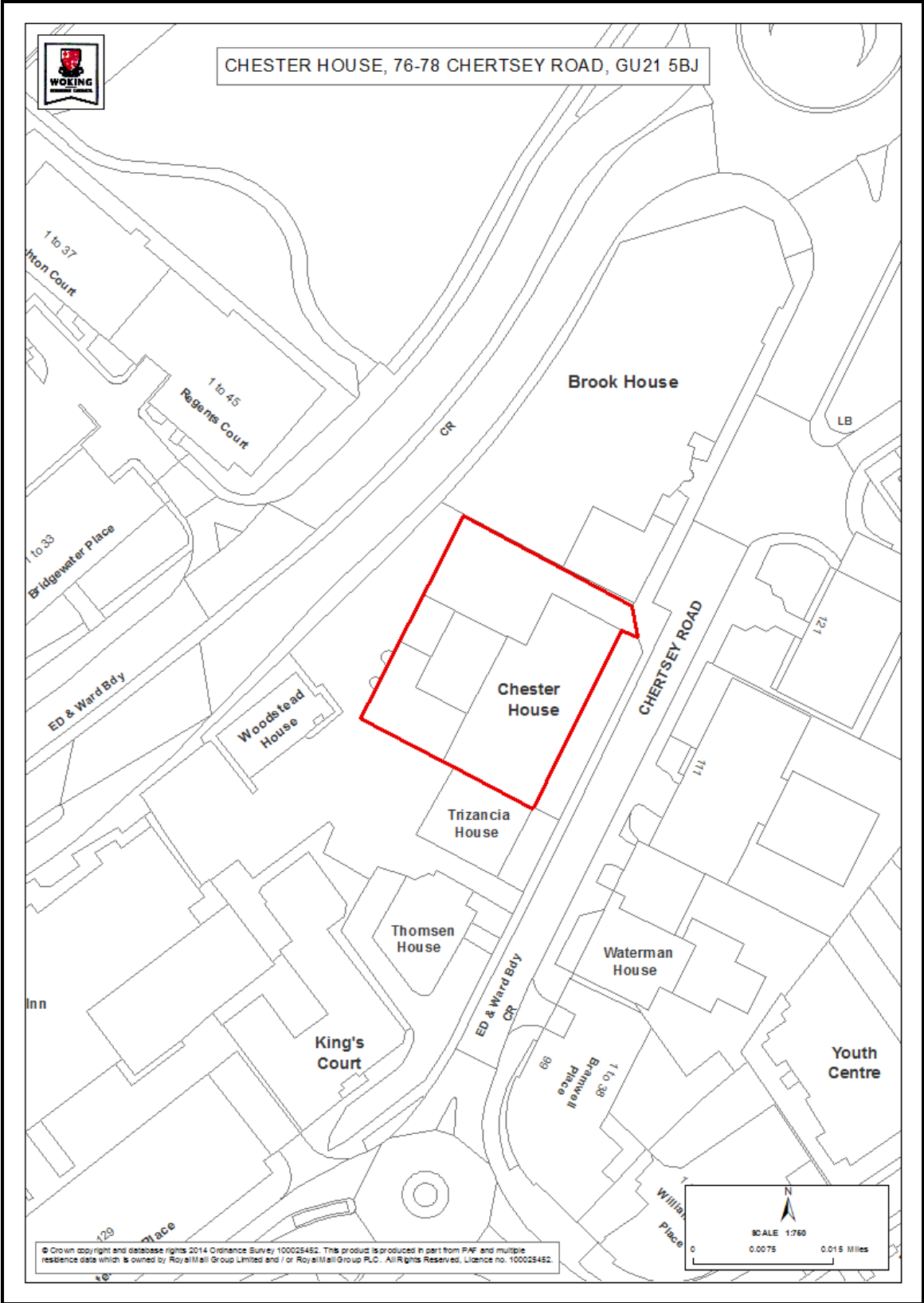
- It is expected that the site would come forward for development during the Plan period;
- This site is in multiple ownership;
- The site is part vacant and is known to be available.

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

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Transport Statement may be required to assess likely transport impacts;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should retain any trees of amenity value;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any redevelopment of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be needed;
- Due to the proximity of the road, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

Chester House as well as Trizancia House (UA2) were refused planning permission (and dismissed on appeal) (PLAN/2014/0759) for an outline application proposing a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents' gym and games room with communal roof garden following demolition of the existing buildings. 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.

It is anticipated that the site will yield at least 1000 sqm net additional office floorspace (3000 sqm gross) and up to 14 dwellings.

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.

Delivery arrangements:

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

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: Kings Court and Thomsen House, Church Street East, Woking, GU21 6HA





Policy UA4: Kings Court and Thomsen House, Church Street East, Woking, GU21 6HA

This 0.20 ha site is allocated for office development.

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

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- 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;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation is likely to be necessary.

Reasoned justification: 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 office premises. The site falls within Woking Town Centre High Accessibility Zone.

This is a four storey brick office building located at a prominent junction on Chertsey Road.

Redevelopment of the site would enhance its prominent location. There is currently an extant permission on the site to intensify the office use and for the erection of a new residential building to the rear (renewal PLAN/2013/0968).

In addition, planning permission (PLAN/2014/1263) has been granted for the demolition of the existing building and the erection of an 8 storey office (B1a) building of 9,274sqm. This permission is currently under construction.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough by providing a quality Town Centre development opportunity.

Delivery arrangements:

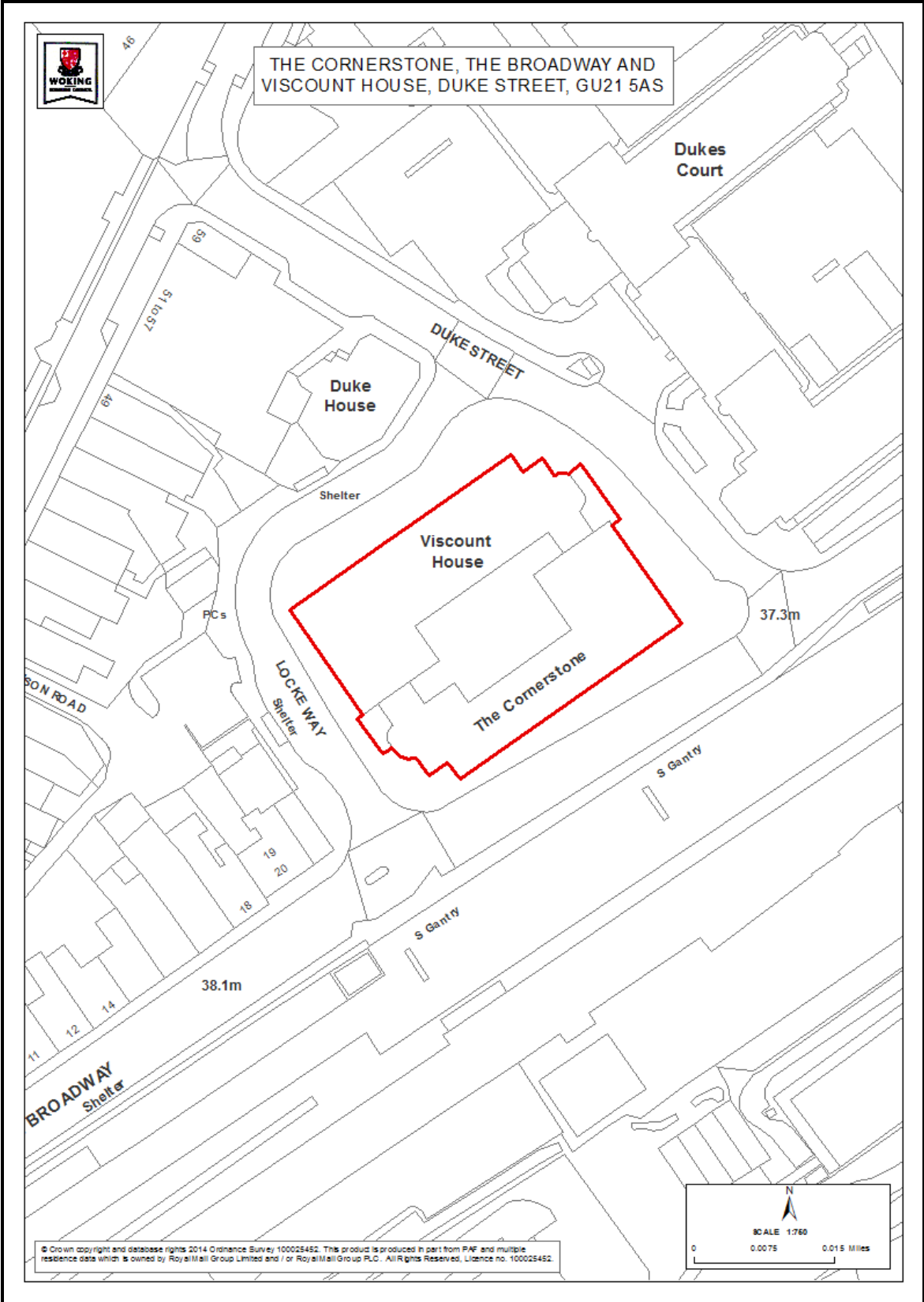
- It is expected that the site would come forward for development during the Plan period;
- This site is in single ownership;
- The land is known to be available.

Key evidence base:

- 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;
- Planning permission PLAN/2013/0968 and PLAN/2014/1263.

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

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Comprehensive redevelopment of the site taking into account the setting of the adjacent Woking Town Centre Conservation Area and its setting;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street on all sides;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required;

- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

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 158 dwellings and 1000 additional sqm office floorspace (6000 sqm gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

The site currently has an unimplemented Prior Approval (PLAN/2016/1433) for the change of use from office to residential.

Delivery arrangements:

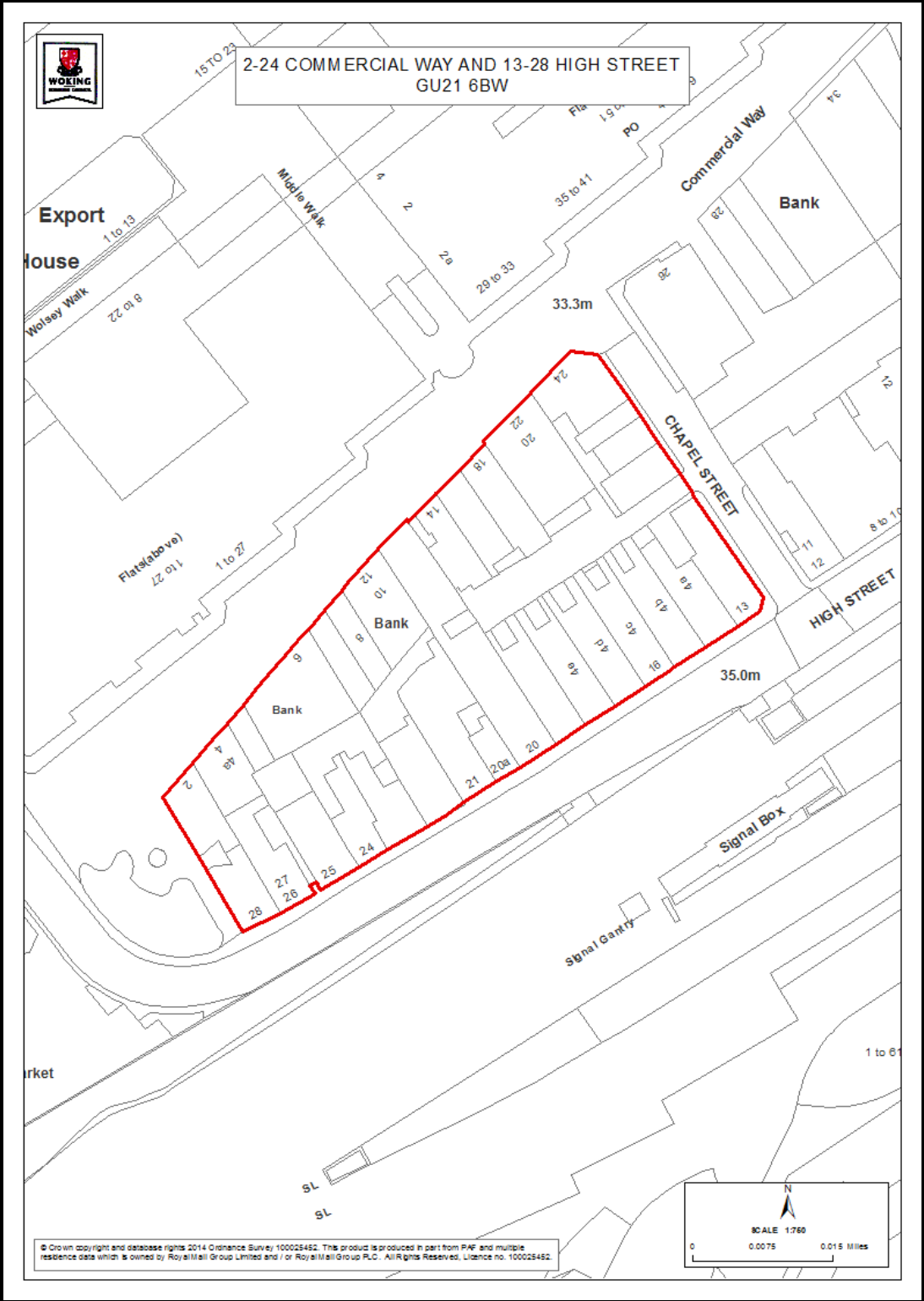
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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

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

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

- Development to complement that of Victoria Square Development (UA7), to ensure effective integration of the development;
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA20);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- 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;
- A Travel Plan to minimise car use of prospective occupants of the development;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Regard to be given to the permitted Victoria Square development scheme (Proposal Site UA9), including the adjacent new public space;
- The development should consider local and long distance views of the development;
- Design of development to protect and enhance the Conservation Area, listed buildings in the vicinity and their setting;
- Building footprints should be of an appropriate scale to reflect the traditional grain and character of the area, the use of small floor plates is suggested;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Appropriate landscaping should be provided;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Subject to technical feasibility and financial viability the development will be required

to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required with the potential for some remediation to be required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Existing office floorspace to be re-provided and new provision should seek to address the needs of small businesses.

Reasoned justification: This Town Centre site is located in a sustainable location for a mixed use development which would provide an opportunity for regeneration of this High Street block.

The site is partly in the Town Centre Conservation Area and any redevelopment must respect the character, grain and appearance of the Conservation Area. A Grade II Listed signal box is located adjacent to the railway and any development must not harm the setting of the Listed Building.

Site provides 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.

It is important that the development complements that of other Woking High Street 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.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

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 office floorspace (2000 sqm gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

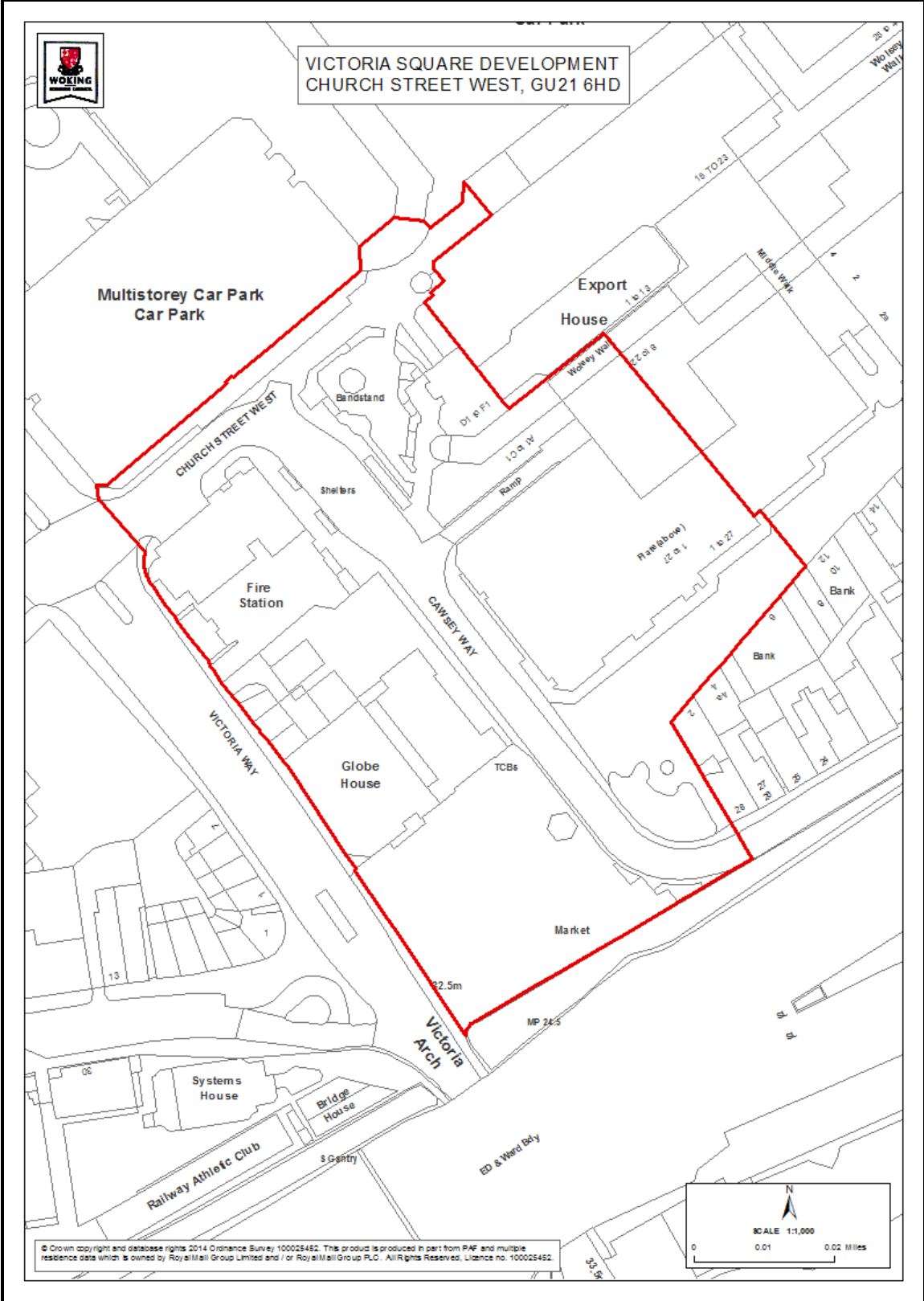
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership, some land assembly required.

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.

Proposal reference: UA7

Site address: Victoria Square Development, Church Street West, Woking, GU21 6HD





Policy UA7: Victoria Square Development, Church Street West, Woking, GU21 6HD

This 0.76 ha site is allocated for major Town Centre redevelopment to regenerate this part of the Town Centre, to comprise retail, hotel, medical/offices, residential, infrastructure including a new energy centre and highway improvements, and re-provision of public open space.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Buildings should be of exceptional design quality - significant environmental improvements have been implemented within the Town Centre in the past few years and this major scheme should reflect the high quality standard being established in the town;
- Development should improve the arrival experience to the Town Centre from Woking Railway Station;
- 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;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety;

- An effective access arrangement to ensure highway safety;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality, in keeping with the grain of adjacent development and enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the three street scenes;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The site is within the Primary Shopping Area and forms part of designated Primary Frontages. A1 retail is protected in the primary frontage;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime

homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be required;
- Due to the proximity of the road/railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: The site previously contained Woking Fire Station, Woking Market, Woking Post Office, a large retail store (Wolsey Place), a 1960s office building and a small area of public open space. Planning permission has been approved (PLAN/2014/0014) for the redevelopment of the area including the creation approximately 11,000 sqm of retail floorspace, medical centre, hotel, spa, gym, and 392 residential apartments. The proposal will also include associated facilities and infrastructure including a local energy centre, public open space, car parking and highways work. The site is currently being cleared to facilitate the delivery of this planning permission.

An associated application has been approved for a replacement fire station (PLAN/2014/0015) on a site in Goldsworth Road. This scheme was completed in June 2016. As part of ongoing improvement works to the Town Centre a new covered market area opened in 2014 between the Wolsey and Peacocks shopping centres.

The Core Strategy Policy CS2 *Woking Town Centre* - identifies the need to provide 75,000 sqm of retail floorspace and 2,180 residential units within the Town Centre by 2027. This is to ensure Town Centre remains competitive and continues to thrive as a primary economic and retail hub in future. The Town Centre is the most sustainable location within the Borough.

The redevelopment of this area, known as Victoria Square, would make a significant contribution to the delivery of the identified need in the Core Strategy. It would also regenerate this part of the Town Centre, which currently lacks purpose and definition with various ad hoc uses. The redevelopment of the area would improve linkages within the Town Centre and provide the opportunity to maximise commercial development and improve the townscape, having benefits to the wider Woking economy.

It is anticipated that the site would yield 392 additional dwellings, additional retail floorspace (11,000 sqm gross), medical/office floorspace, and 190 hotel bed spaces. This is well in excess of the indicative residential capacity (160) subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

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

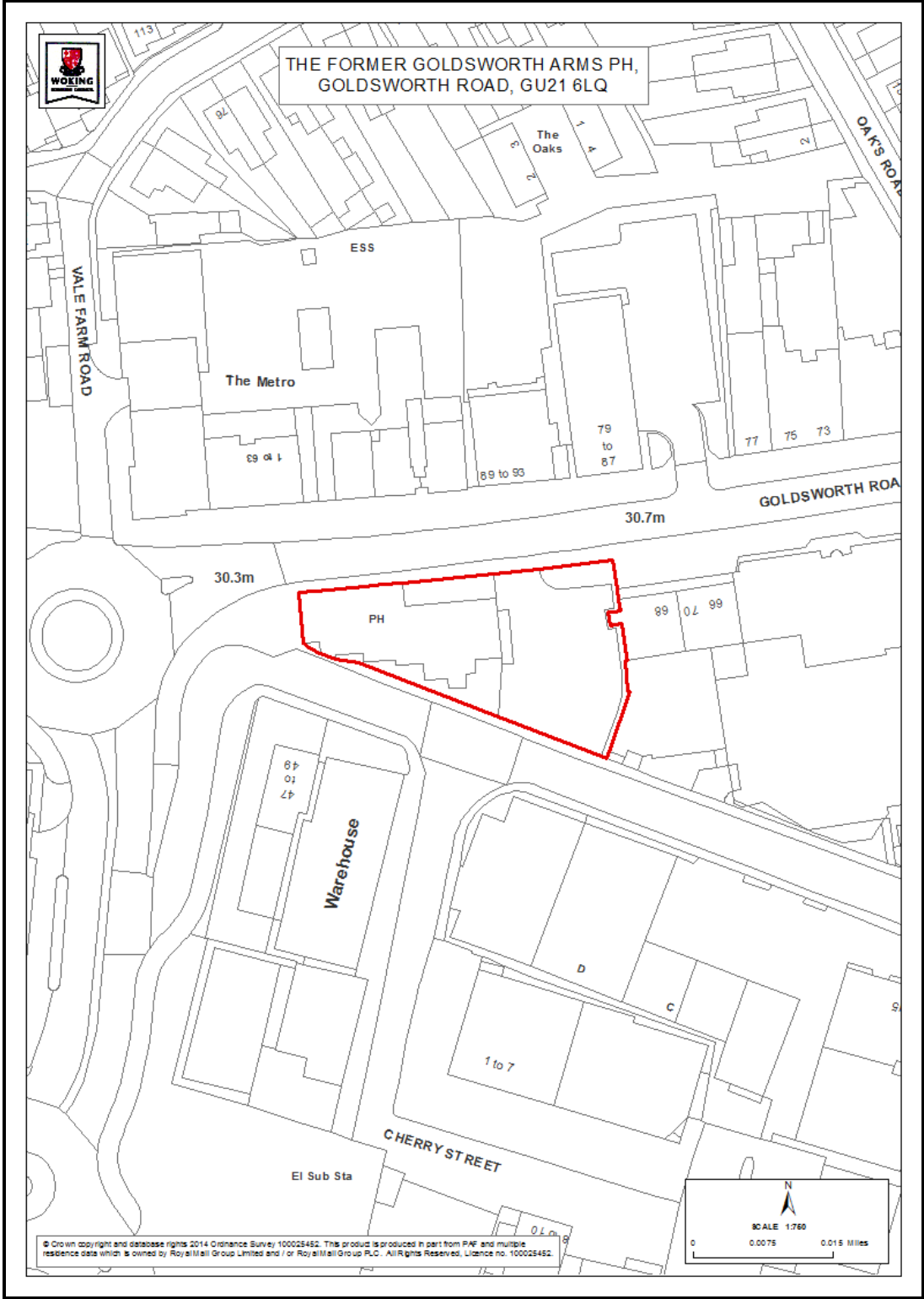
- The site is in public and private sector ownership and is the subject of a joint venture arrangement;
- The Council has taken an active interest in facilitating the development of the site.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN005);
- Core Strategy examination note WBC17A;
- Local Plan 1999;
- Town, District and Local Centres study;
- Employment Land Review;
- Employment Topic Paper;
- Planning permissions PLAN/2014/0014 and PLAN/2014/0015;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study.

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

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Active frontages to enhance the street scene;
- Development to address this prominent corner position;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of

daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address both Goldsworth Road and Poole Road street scenes on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Any buildings in this gateway location should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Design to consider impact on setting of nearby locally listed buildings;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required, dependent upon sensitivity of proposed use(s);
- The site could come forward for development as part of any future development of the Poole Road Industrial Estate (Proposal Site UA14);
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect

residential amenity;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- Development could make a contribution towards alternative community infrastructure;
- Transport Assessment required to determine the impact of development on transport network; and opportunities to optimise use of sustainable transport.

Reasoned justification: 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.

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.

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.

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.

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.

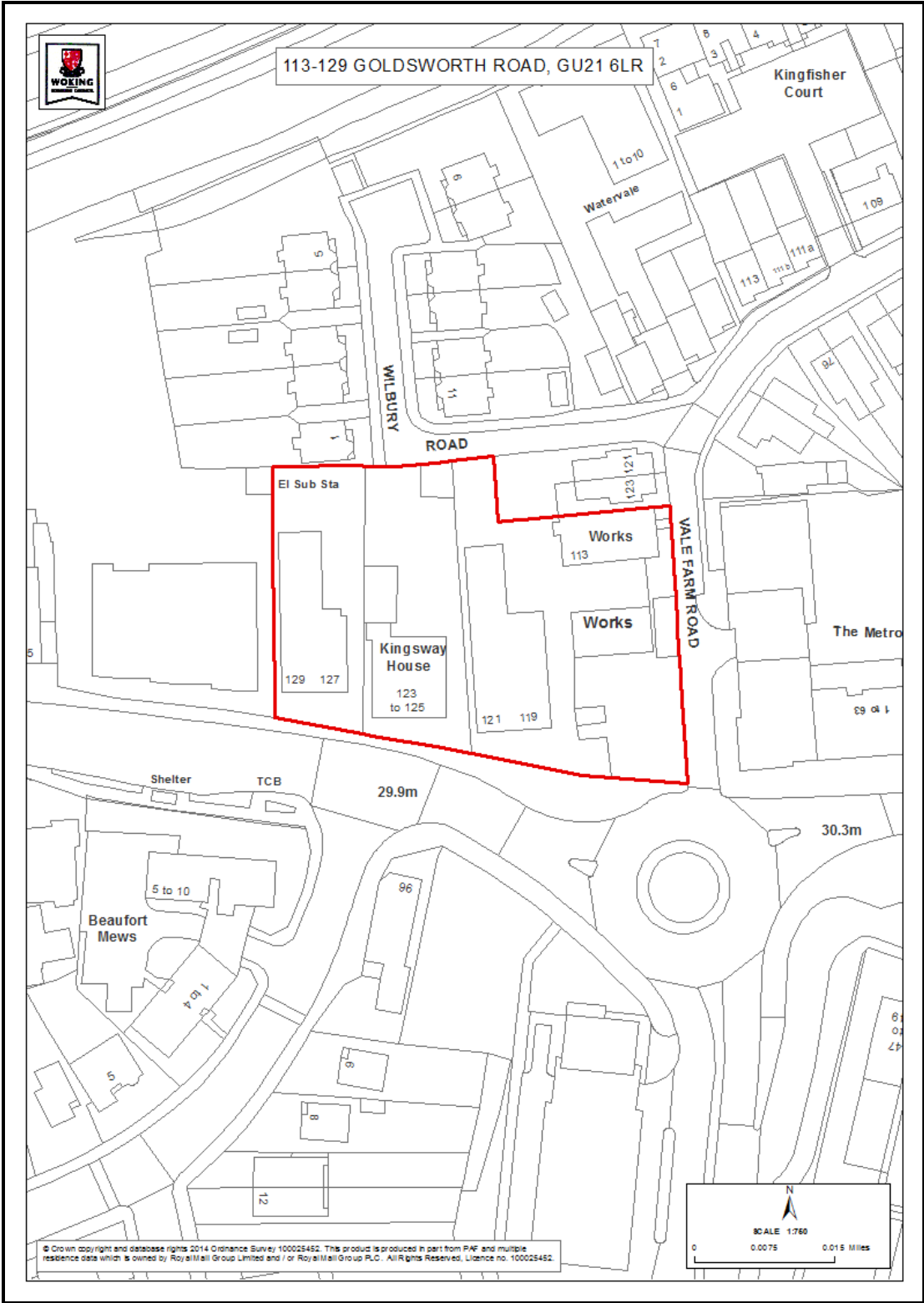
Key evidence base:

- 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

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of high design quality;
- Development should improve the arrival experience to the Town Centre from Goldsworth Road;
- The site is in an edge of Town Centre location and should reflect this in its design. Development in this area should step down to respect the existing adjacent low-rise residential areas;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to address this prominent corner position;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation is likely to be necessary;
- Active frontages to enhance the street scene;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

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.

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.

It is likely that the site would be suitable for a flatted development with office units on the ground floor.

It is anticipated that the site could yield at least 55 dwellings and re-provision of existing office floorspace.

Delivery arrangements:

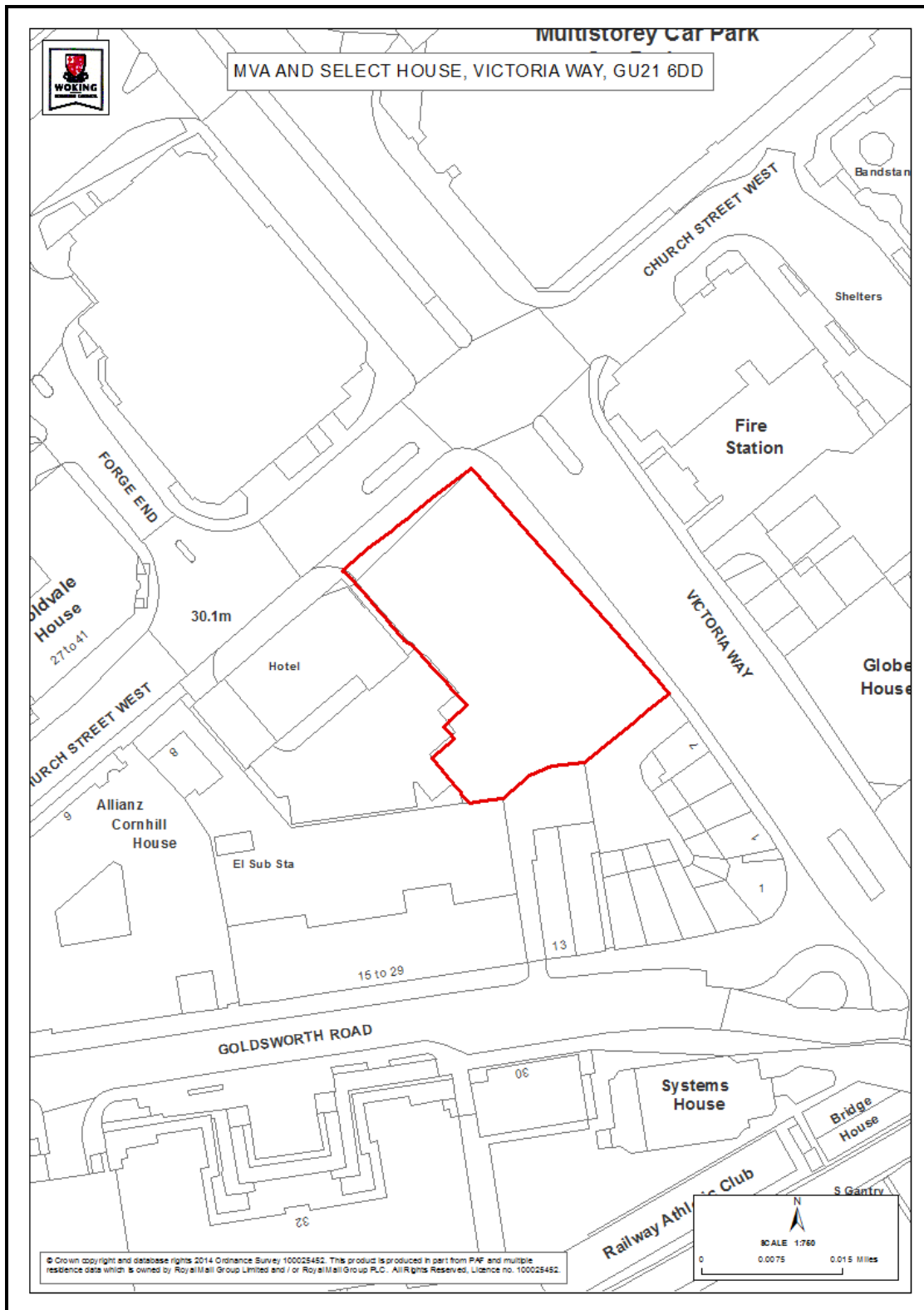
- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership and there are a number of existing tenancies;
- The landowners have been contacted.

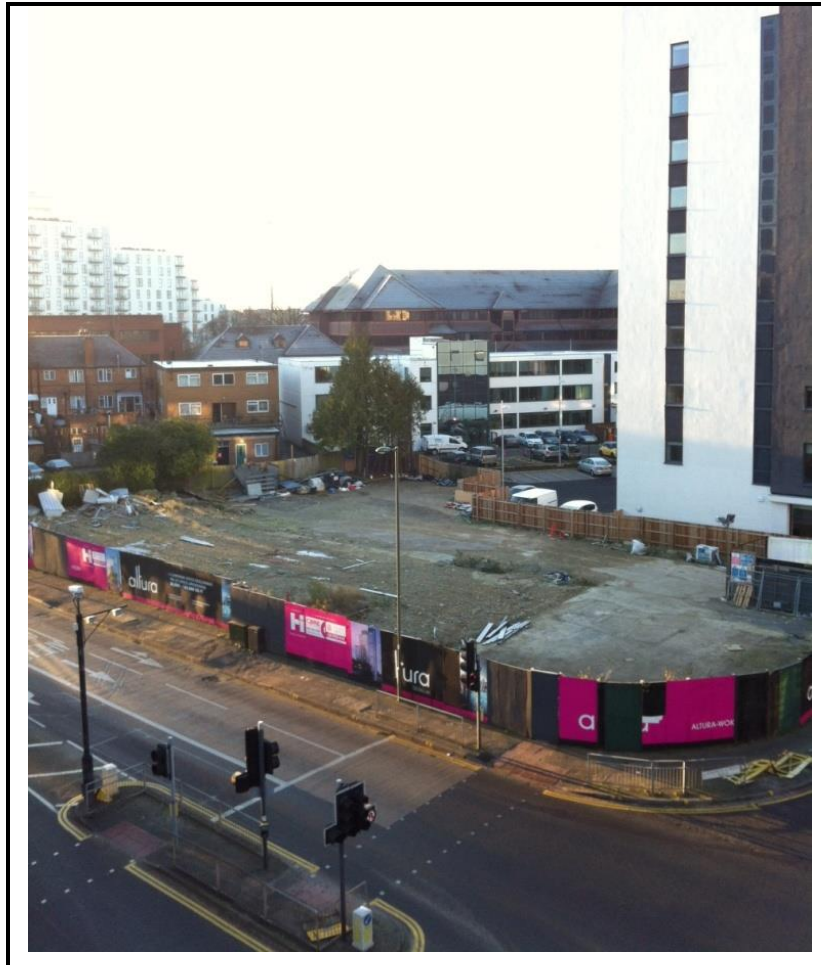
Key evidence base:

- 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.

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

This 0.15 ha site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA11, UA12 and UA13);
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from the south and west of the Borough;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment

Agency. Investigation would be required and remediation may be necessary (dependent upon development uses and building design);

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

Planning permission was granted (PLAN/2011/0120, extension of earlier planning permission PLAN/2007/0688) for the redevelopment of the site into a 17 storey high speculative office building (Altura), including restaurant/bar and community facilities. This permission has now expired.

It is important that the development complements that of other Western Approach allocated sites (UA7 and UA11), 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.

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 16,719 sqm office floorspace (16,719 sqm gross).

Delivery arrangements:

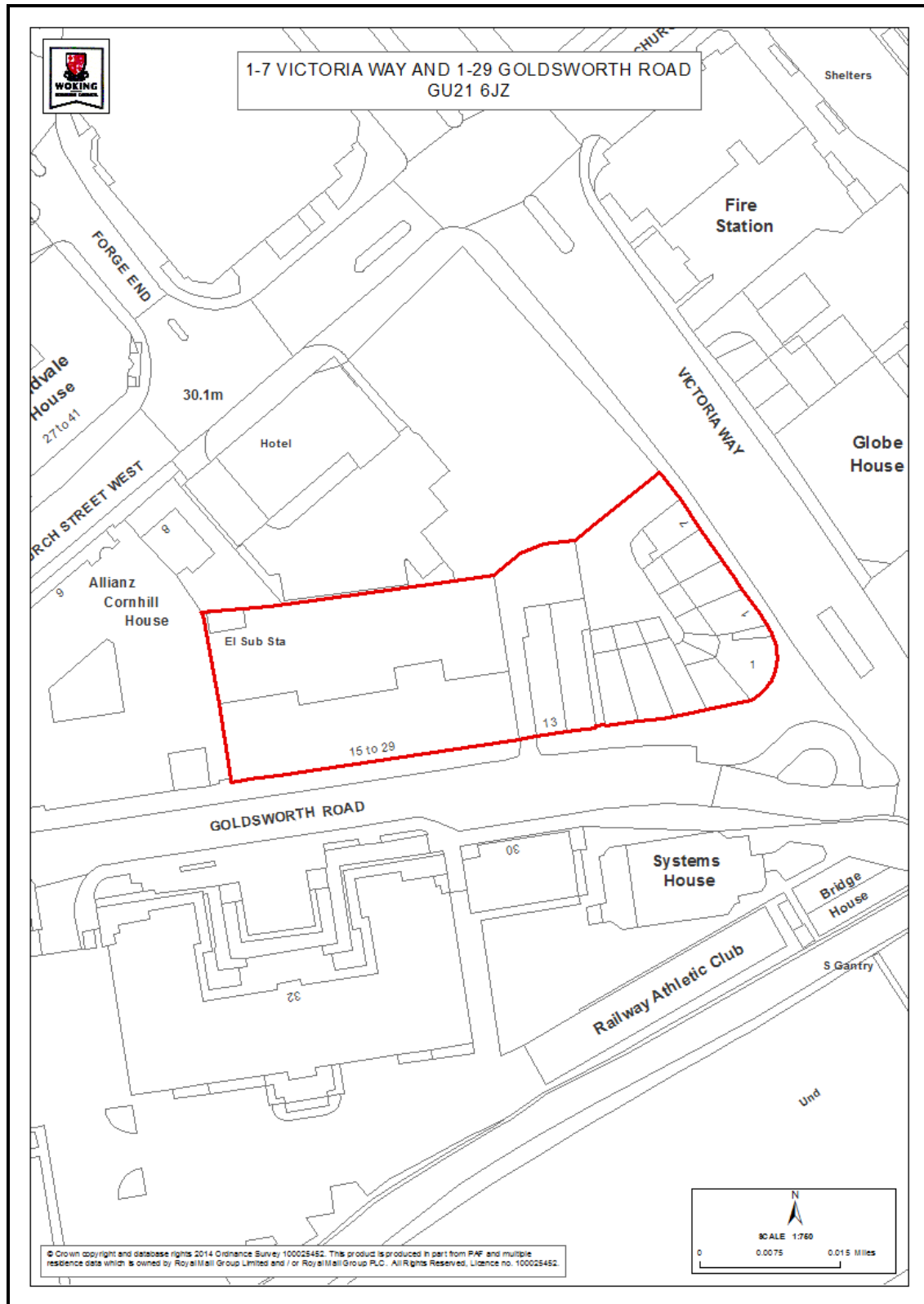
- It is expected that the site would come forward for development during the Plan period;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

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

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA10, UA12 and UA13);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of

daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to 3 storey at 31 Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality and have regard to this prominent corner position and vibrancy at ground floor level;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development should consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site.

Reasoned justification: 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.

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.

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.

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.

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 55 dwellings, 1200 sqm office floorspace (3000 sqm gross), and retail floorspace.

Delivery arrangements:

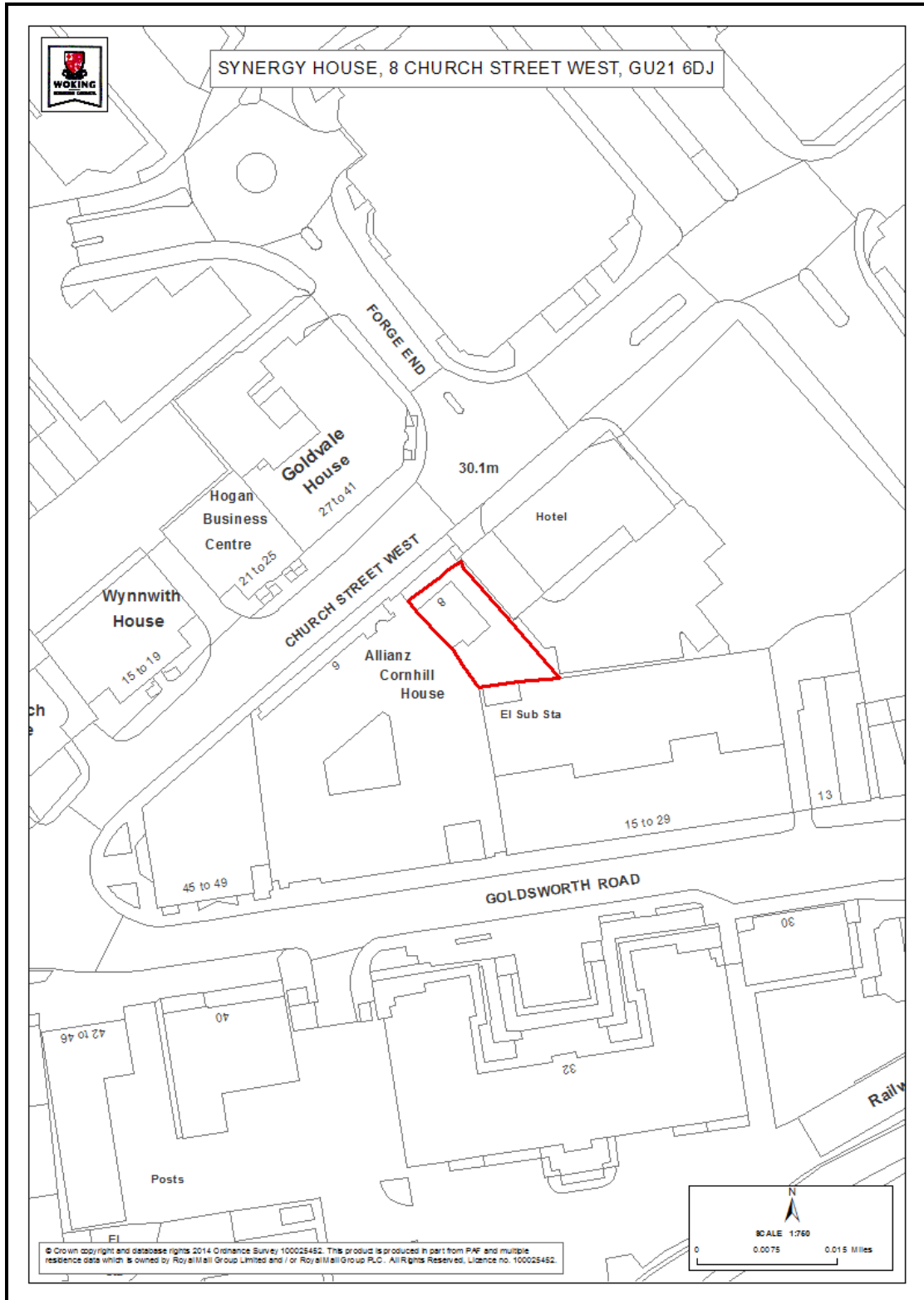
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership and land assembly may be complex;
- The landowners have been contacted.

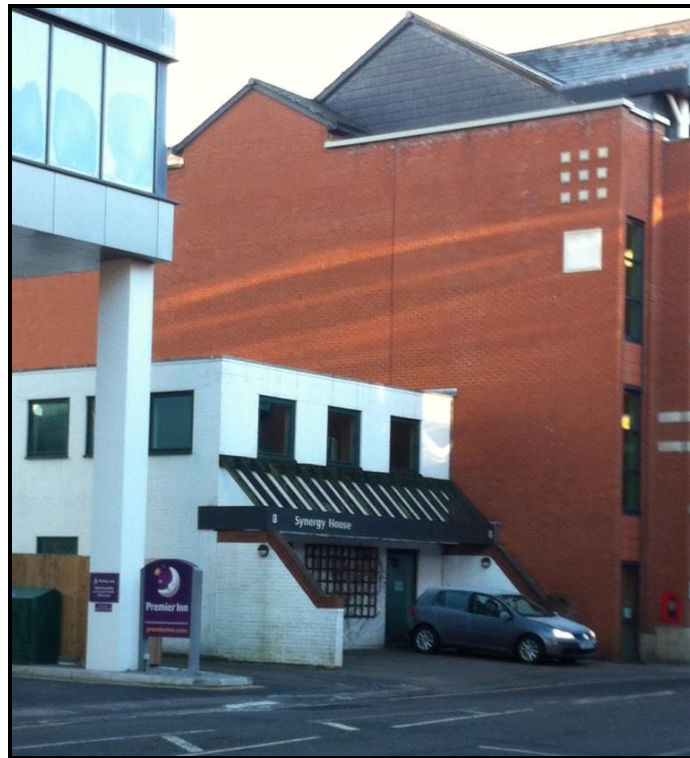
Key evidence base:

- 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.

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

This 0.02 ha site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA10 and UA11);
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Retain electricity sub-station;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

There is opportunity to redevelop the site to maximise the efficiency of the land.

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.

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 900 sqm office floorspace (1000 sqm gross).

Delivery arrangements:

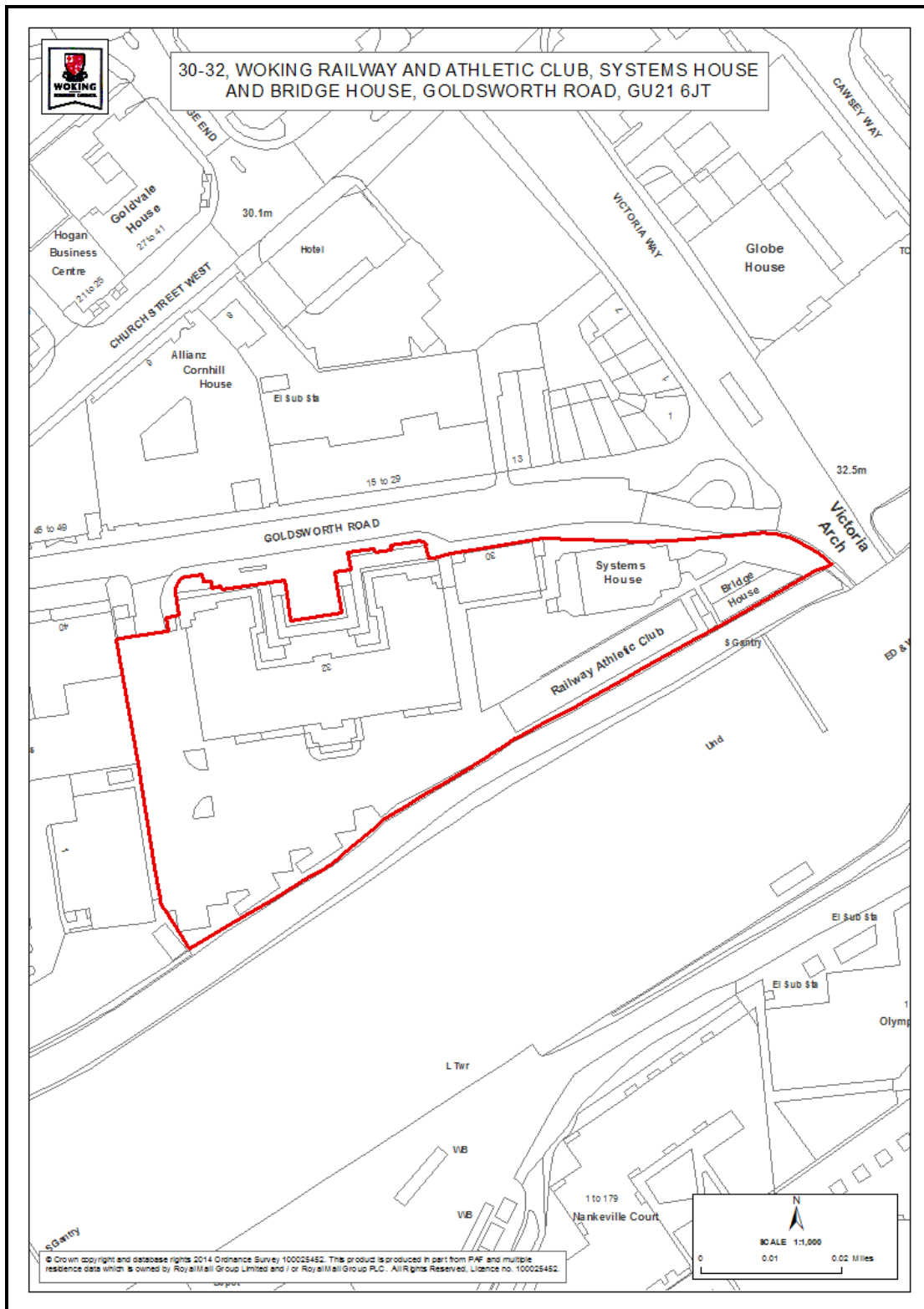
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA7, UA11 and UA14);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- Relocation of the existing community floorspace should be sought;
- A Travel Plan to minimise car use of prospective occupants of the development;
- 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;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to five storeys at Woking Fire Station/Greenwood House;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Design of development to have regard to this prominent position and vibrancy at ground floor level;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required

to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- The development should mitigate the impact of noise from the adjacent railway line to protect residential amenity;
- The development site will need to ensure it does not impede the future widening of Victoria Arch Tunnel at Victoria Way which is an allocated infrastructure development;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation likely;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

Any mixed use development on the site will need to include high quality office floorspace to replace the existing as well as provide additional 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).

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.

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.

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.

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) and retail floorspace.

There is in principle support to grant planning permission for a mixed use redevelopment of the site, subject to a S106 Agreement being agreed. This proposal would see permission of 560 dwellings.

Delivery arrangements:

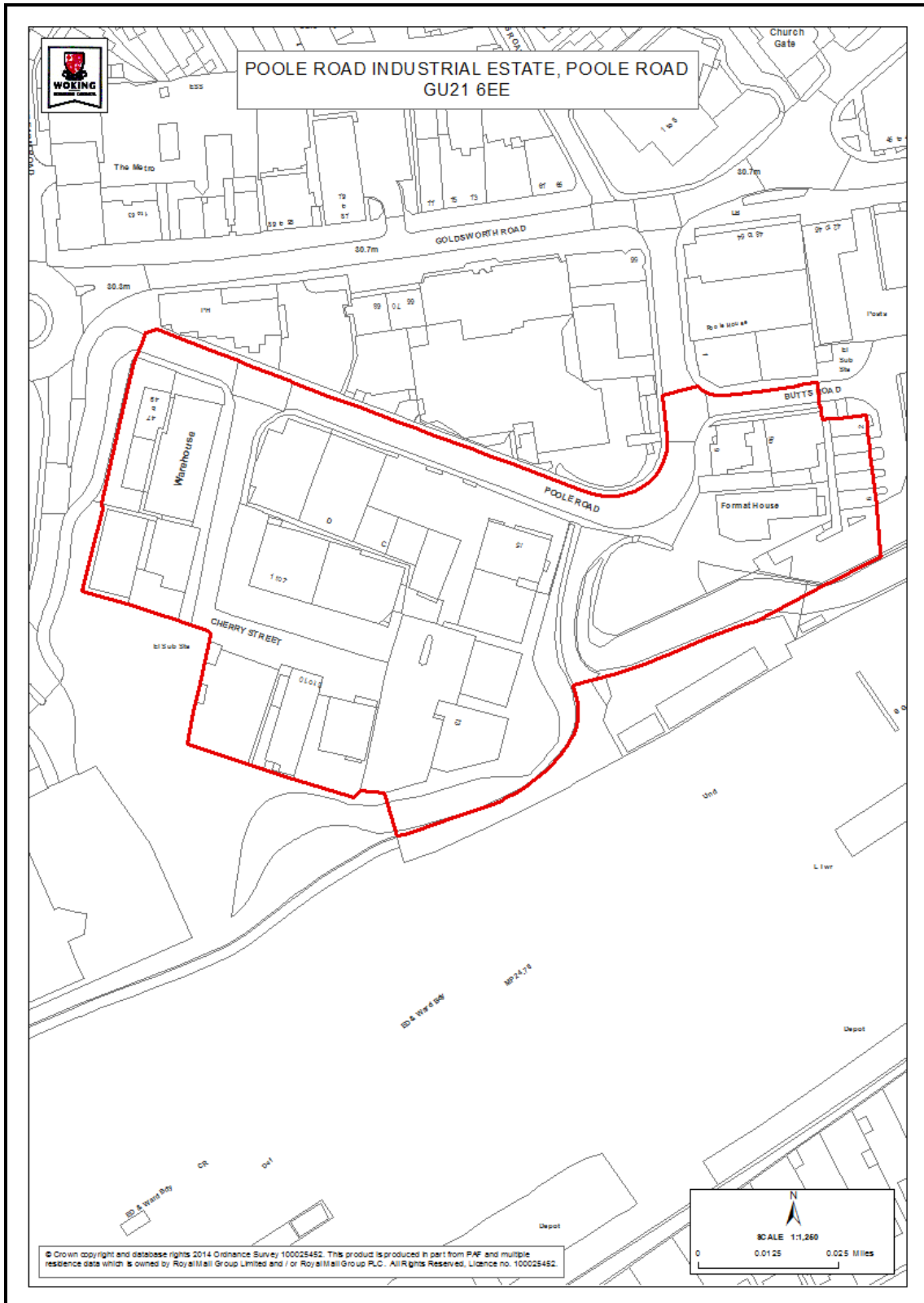
- It is expected that the site would come forward for development during the Plan period;
- The site is in multiple ownership, some land assembly will be required;
- The majority of the site is currently not in operational use;
- Landowners have been contacted to determine the availability of site for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

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.

Proposal reference: UA14

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





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

This 1.56 ha site is allocated for mixed use development to comprise of offices, warehousing and a new Energy Station.

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

- Development of individual parts of the site to complement others within the overall estate, to ensure effective integration of the development;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- 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;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- 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;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should mitigate the impact of noise from the adjacent railway line;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved and provide a new Energy Station (see the Climate Change SPD for guidance and contacts);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of the former Goldsworth Arms Public House (Proposal Site UA8);
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment

Agency. Investigation and remediation would be required;

- Due to the proximity to the road / railway line and any other adjacent noise generators, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented.

Reasoned justification: The site is a designated employment area and made up of predominantly one and two storey commercial warehouse units. 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.

Although the site is not within Woking Town Centre, it is in close proximity 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.

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.

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.

The Climate Change SPD highlights the opportunity for and, if feasible, a new Energy Station to be provided in this vicinity, to facilitate expansion of the existing District Heating Network in the Town Centre (Combined Heat and Power).

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Fire Station site which has recently been completed.

It is anticipated that the site could yield an energy station and at least 49,000 sqm (gross) office and/or warehousing floorspace.

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.

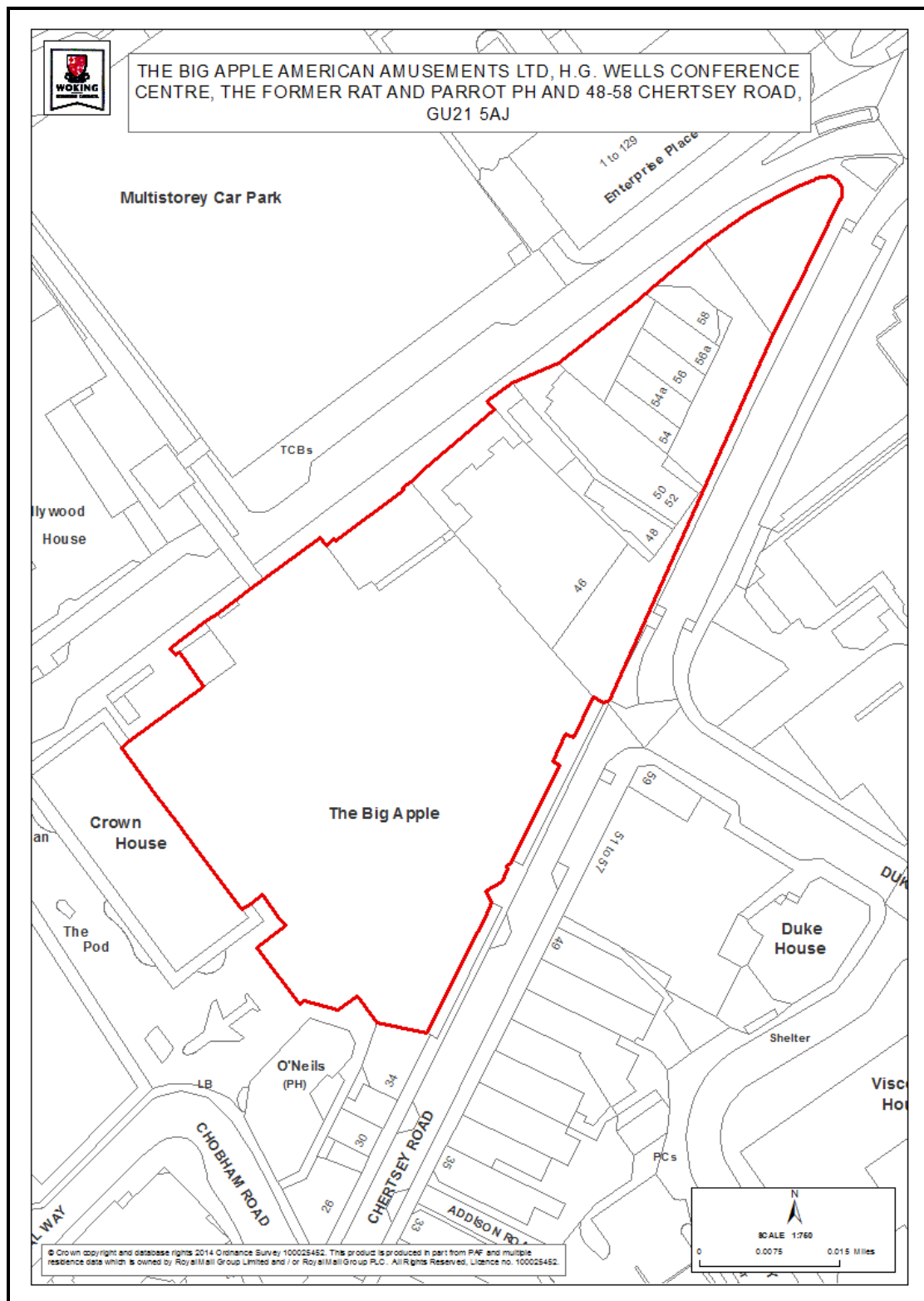
Key evidence base:

- 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

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

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Re-provision of the existing conference facility is a prerequisite of redevelopment of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety. Parking could be underground or extension of the adjoining multi-storey;

- A Travel Plan to minimise car use of prospective occupants of the development;
- 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;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development should protect and enhance the character of the adjacent Town Centre Conservation Area, its setting and nearby locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Limited investigation required dependent upon the sensitivity of the proposed use(s);
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

The site is currently a collection of buildings including entertainment arcade (The Big Apple) retail (Chertsey Road) and HG Wells Conference Centre within the Town Centre. It comprises a mixture of buildings, from bulky buildings to smaller two storey units. Some are vacant including the former Rat and Parrot Public House. Potential exists for a mixed use redevelopment scheme including leisure, offices, retail and residential.

Redevelopment of the site offers the opportunity to upgrade this currently underutilised area. The site is adjacent to the Town Centre Conservation Area and locally listed buildings (O'Neils, Chobham Road and 35 - 41 Chertsey Road) therefore the design should respect and enhance the historic environment.

It may be possible to re-provide the existing conference facility at HG Wells as part of the hotel permitted within the Victoria Square Development (Proposal Site UA7) however it is too early to confirm this at this time.

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 important Town Centre site.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

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 at an Examination and supported to be achievable.

Delivery arrangements:

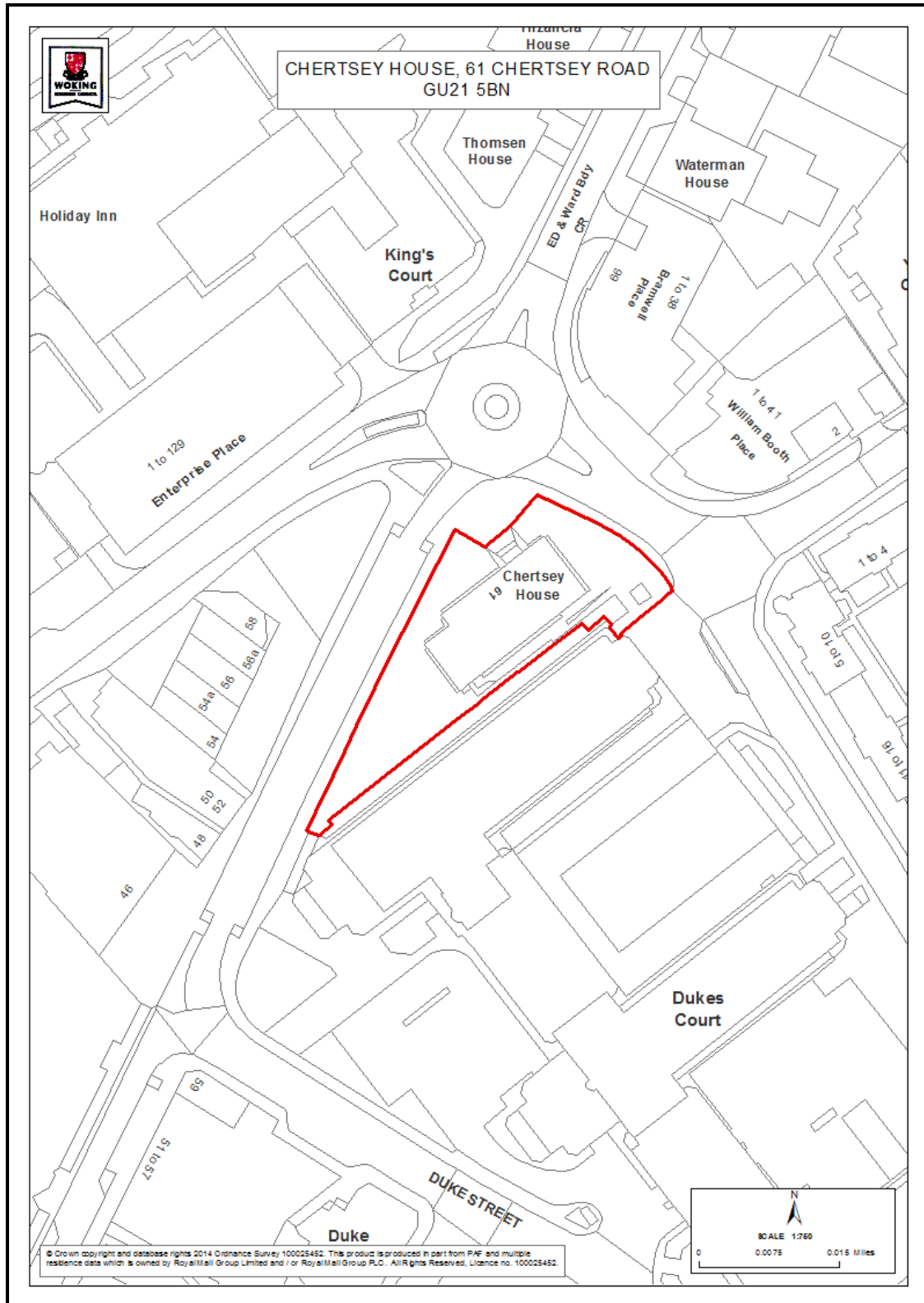
- It is expected that the site would come forward for development during the Plan period;
- This would be as a developer-led scheme;
- Properties are in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area;
- There is potential for the site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

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.

Proposal reference: UA16

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





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

This 0.12 ha site is allocated for office development.

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

- Community Infrastructure Levy towards infrastructure provision;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm, including cycle parking facilities;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses in the area may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be necessary, which might lead to a need for remediation, dependent upon the development uses and building design.

Reasoned justification: 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.

Planning permission was granted in 2001 (PLAN/2001/0724) to increase the size of the building by two storeys but this has not been implemented and the permission has now expired.

There is opportunity to extend the building to intensify the office use in this gateway location.

It is anticipated that the site could yield 740 sqm additional office floorspace (1000 sqm gross).

Delivery arrangements:

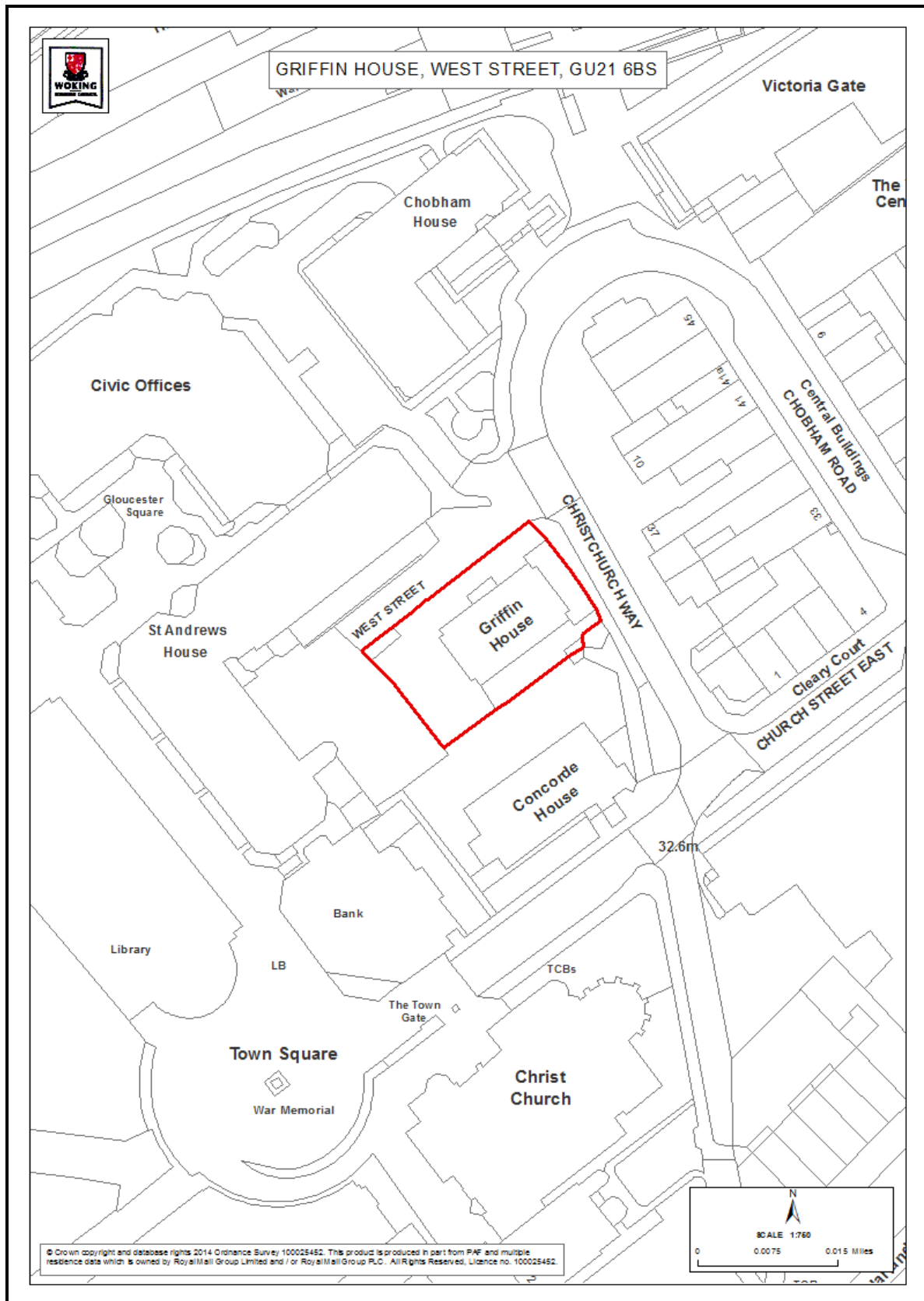
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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

This 0.08 ha site is allocated for office development.

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

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of adjacent Concorde House (see Proposal Site UA18);
- Design of development to have regard to Grade II listed building and its setting.

Reasoned justification: 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.

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. Due to the close proximity of Christ Church (Grade II Listed), any development must have regard to the heritage asset and its setting.

Delivery arrangements:

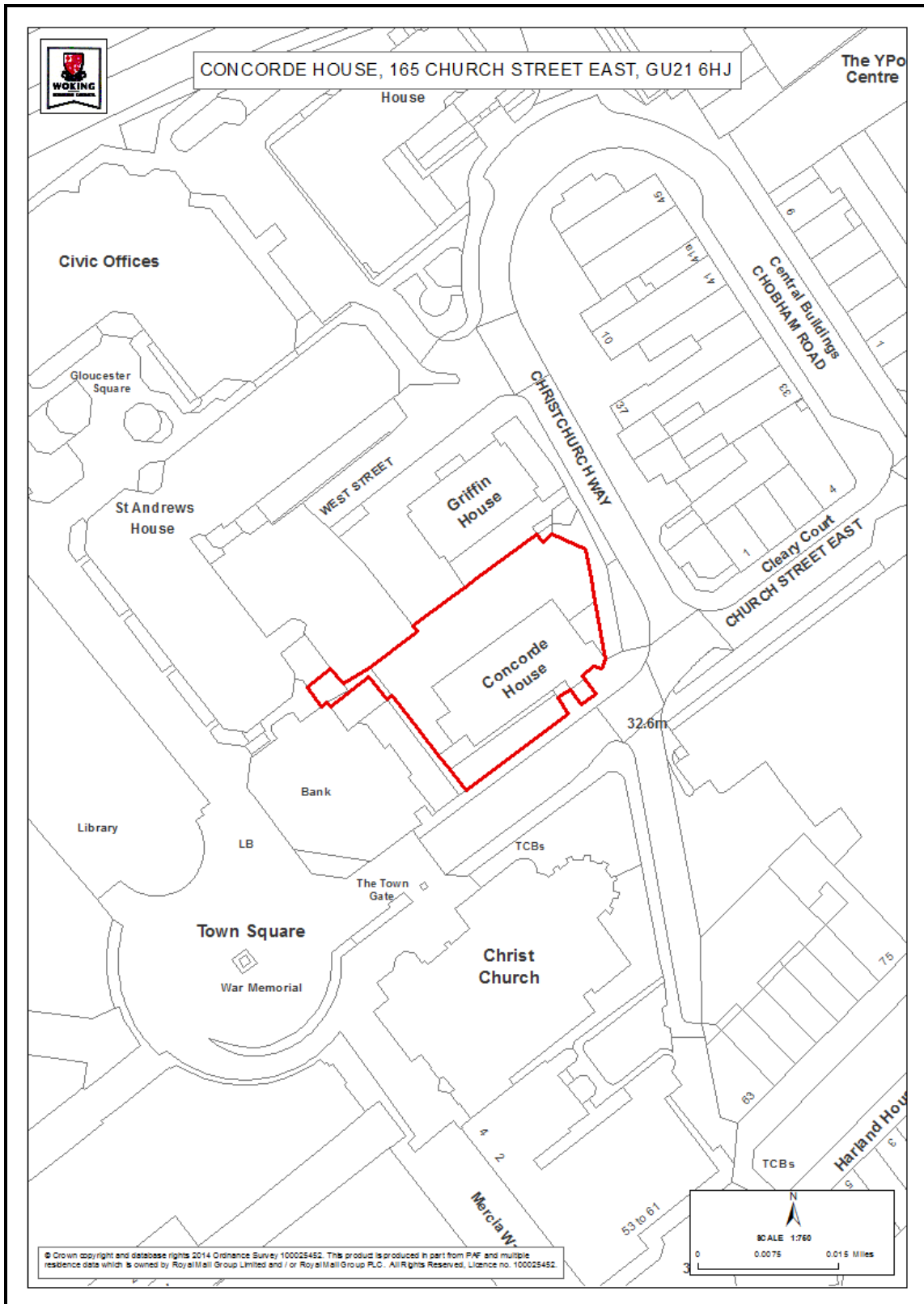
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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: Concorde House, 165 Church Street East, Woking, GU21 6HJ





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

This 0.1 ha site is allocated for office development.

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

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution,

wind and visual impacts have been addressed;

- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Opportunity for the development design to address this corner location;
- The site could come forward for development as part of any future development of adjacent Griffin House (see Proposal Site UA17);
- Design of development to have regard to the adjacent Grade II listed building.

Reasoned justification: 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. The site lies opposite Christ Church, a Grade II listed building, and therefore the site would require careful design.

It is anticipated that the site could yield at least 800 sqm office floorspace (1800 sqm gross).

Delivery arrangements:

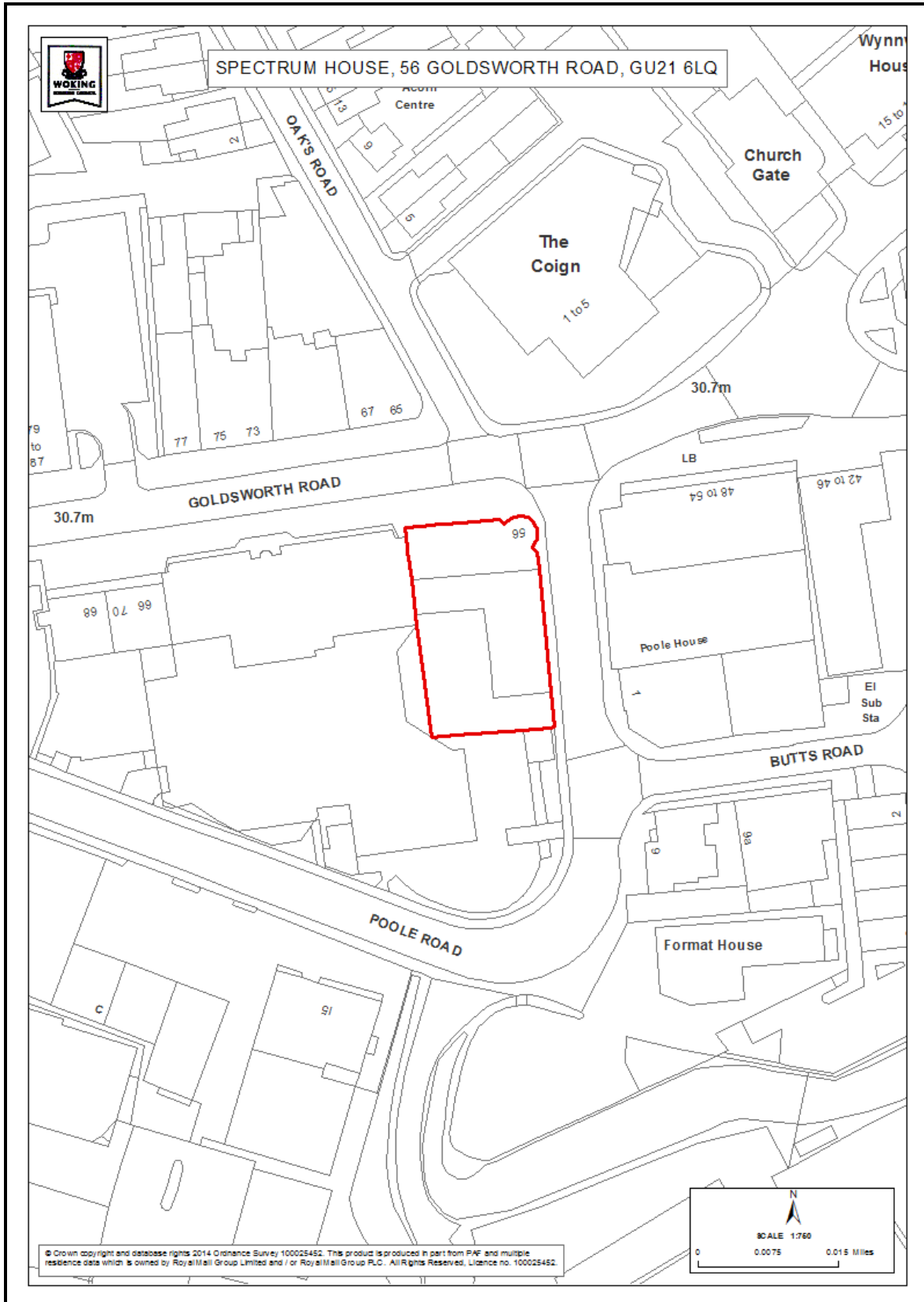
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE





Policy UA19: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that

enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development should protect and enhance the adjacent locally listed buildings;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should protect any trees of amenity value within or adjacent to the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation may be necessary

(dependent on findings and building design);

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: This is a three storey 1980s/90s office building located along Goldsworth Road. The building currently has prior approval for change of use to twelve flats (PLAN/2014/0144) as well as an additional 8 flats within a roof extension (PLAN/2016/1422) However there is opportunity for the redevelopment of the site into a mixed use scheme comprising of offices with some residential above.

It is anticipated that the site will yield at least 12 dwellings and the re-provision of existing office floorspace (780 sqm). Any development would need to have regard to the adjacent locally listed buildings (65-77 Goldsworth Road) and their setting.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough.

Delivery arrangements:

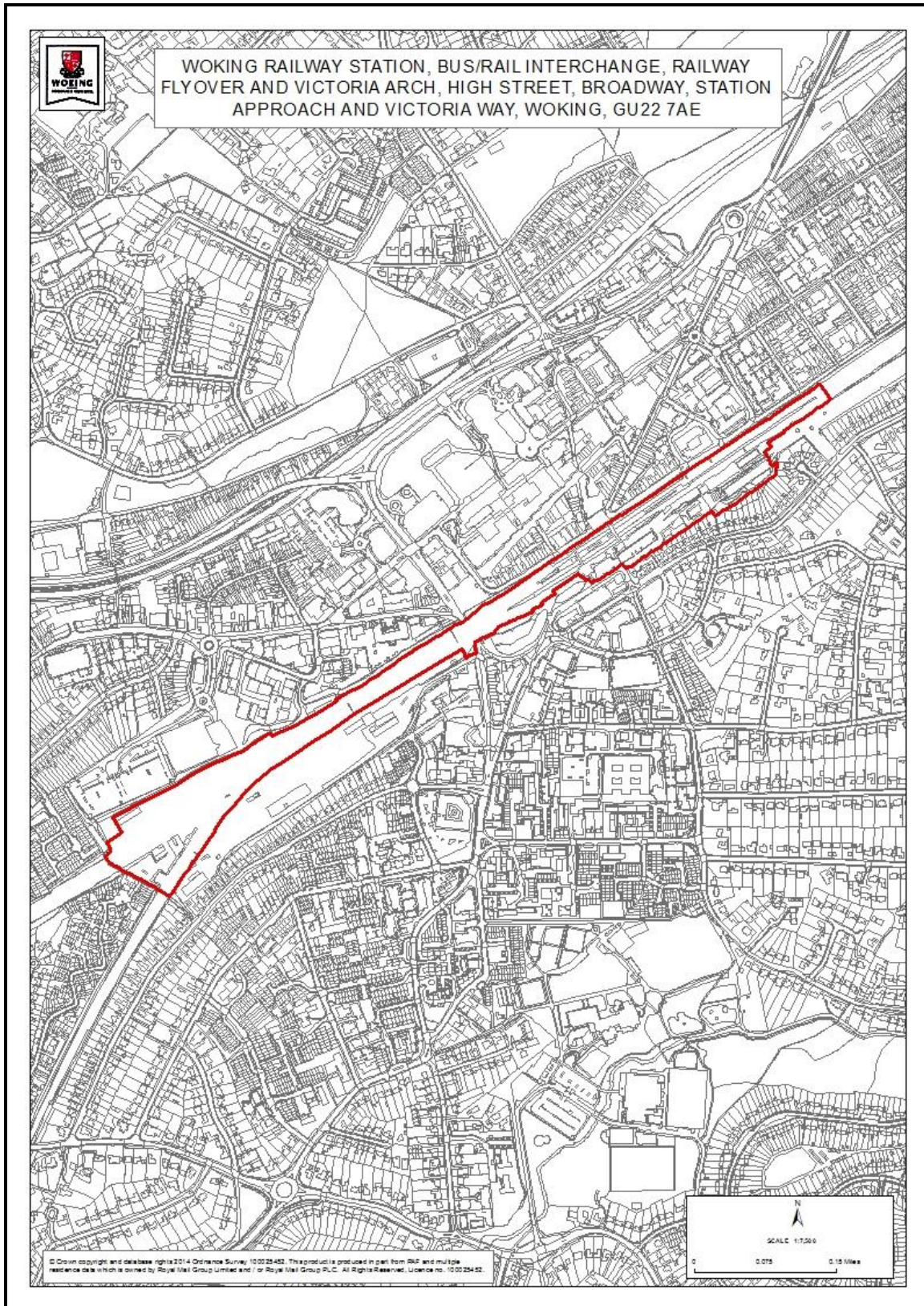
- It is expected that the site would come forward for development during the Plan period;
- The site is currently vacant and is available for development immediately.

Key evidence base:

- Employment Land Review;
- Employment Topic Paper;
- Strategic Housing Land Availability Assessment (SHLAACAN021);
- 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: UA20

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







Policy UA20: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE

This 9.43 ha site is safeguarded for essential infrastructure – 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 south side and Brompton bike hire dock, improvements to bus interchange to north side of station. Also improvements to Victoria Arch.

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

- Development should improve the arrival experience to the Town Centre;
- Development should seek to enhance connectivity and improve access across the railway track, particularly for pedestrians and cyclists;
- Any buildings or improvements to the public realm should be of exceptional design quality;
- Development should protect and enhance the character of the Town Centre Conservation Area, statutory and locally listed buildings;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation.

Reasoned justification: 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.

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.

It is also considered that at present, there is a poor interchange between different modes of transport in and around the railway station. 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. 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.

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.

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.

The Core Strategy Examination Inspector commented specifically on the need for improvements to the railway station. The report (paragraph 71) states 'A key 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'.

The Council is committed to the delivery of these improvements.

Delivery arrangements:

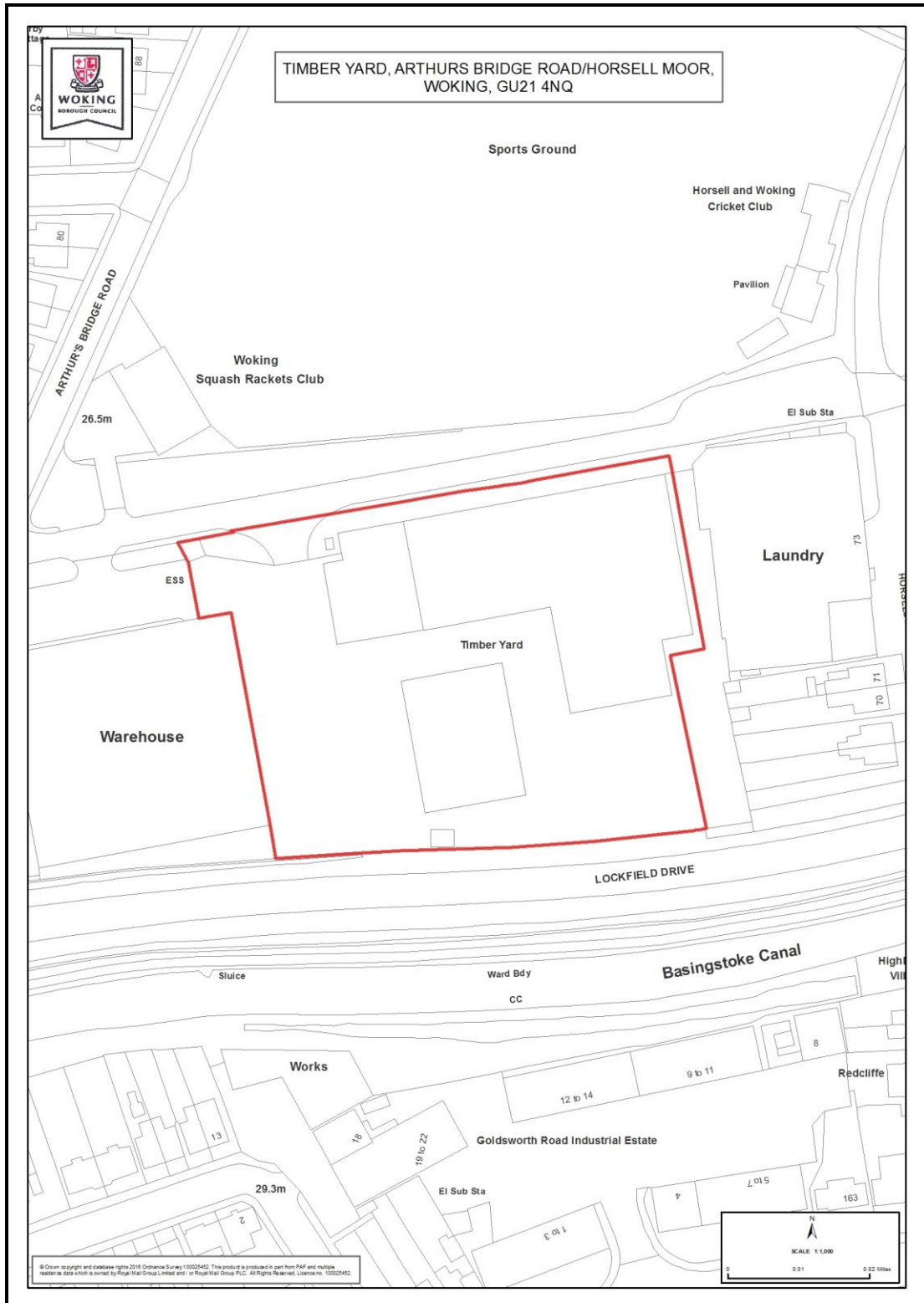
- It is expected that the site would come forward for development during the Plan period;
- Funding will be assisted through the Local Sustainable Transport Fund (LSTF).

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: UA21

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





Policy UA21: Timber Yard, Arthurs Bridge Road/Horsell Moor, Woking, GU21 4NQ

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties (particularly adjacent 68-71 Horsell Moor), provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;

- Suitable levels of private amenity space should be provided for residential housing units;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Design to sensitively address this prominent site; development must provide well-designed frontages to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the

Environment Agency;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development must carefully consider the adjacent Conservation Area and Basingstoke Canal to ensure there is no significant adverse impacts on the heritage and biodiversity assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation.

Reasoned justification: 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.

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.

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.

It is anticipated that the site could yield at least 67 dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

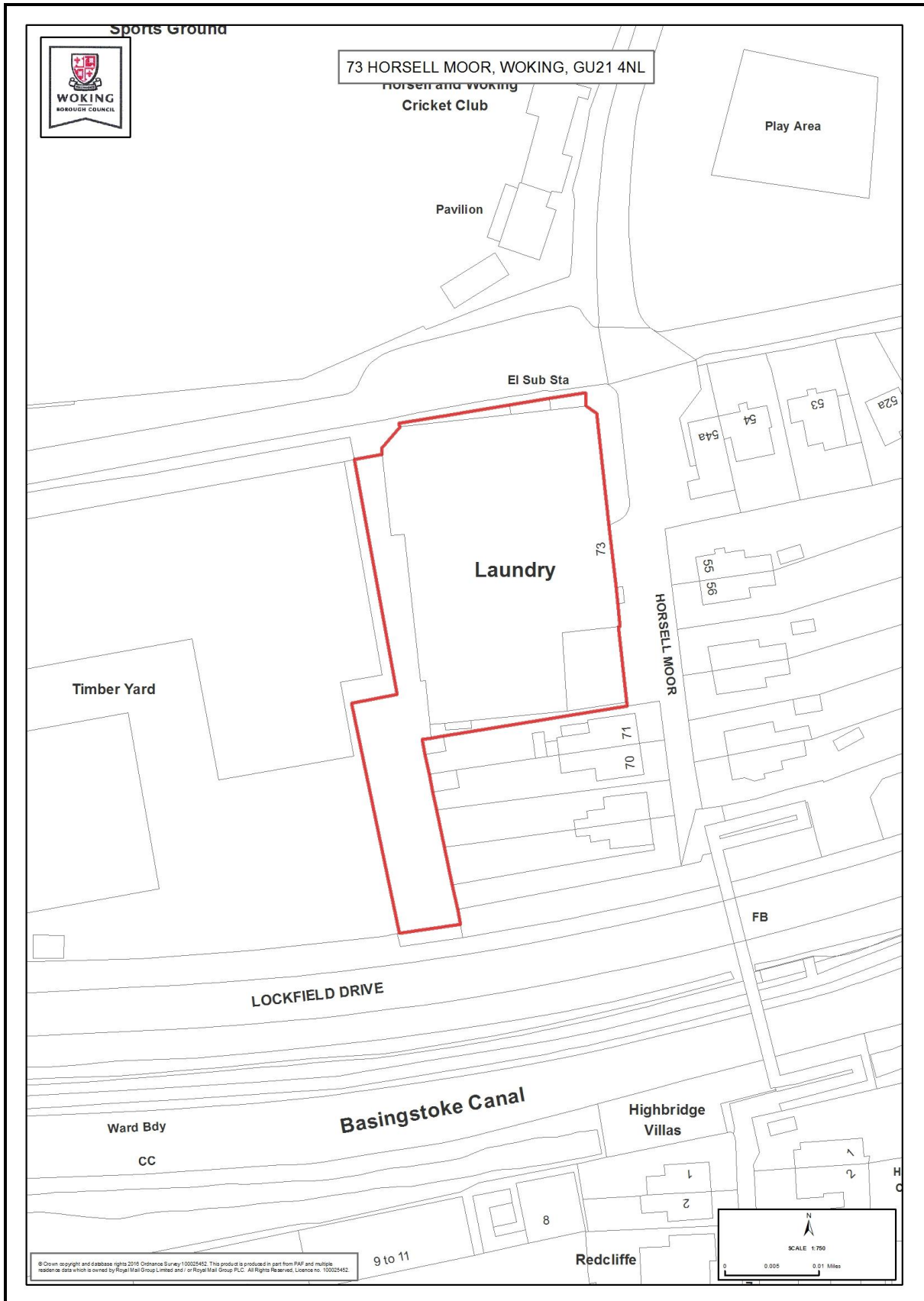
- The site is expected to come forward for development during the Plan period, subject to relocation of the existing employment use to an alternative location;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAHOR001);
- 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: UA22

Site address: 73 Horsell Moor, Horsell, GU21 4NL





Policy UA22: 73 Horsell Moor, Horsell, GU21 4NL

This 0.26 ha site is allocated for older people residential development.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy;;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Suitable levels of private amenity space should be provided for residential housing units;

- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street - design to sensitively address this prominent site. Development must provide well-designed frontages to adjacent stretches of Horsell Moor;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the

Environment Agency;

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be required;
- Development must carefully consider the adjacent Conservation Area and Basingstoke Canal to ensure there is no significant adverse impacts on the heritage and biodiversity assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site.

Reasoned justification: The site has been granted planning permission for 34 older people accommodation dwellings, including indoor and outdoor communal areas and car parking (PLAN/2015/0989). The development is currently under construction following the demolition of the commercial laundry building. Redevelopment of this existing laundry site for residential use would have a regenerative effect and achieve the removal of a non-conforming use in a residential area.

Delivery arrangements:

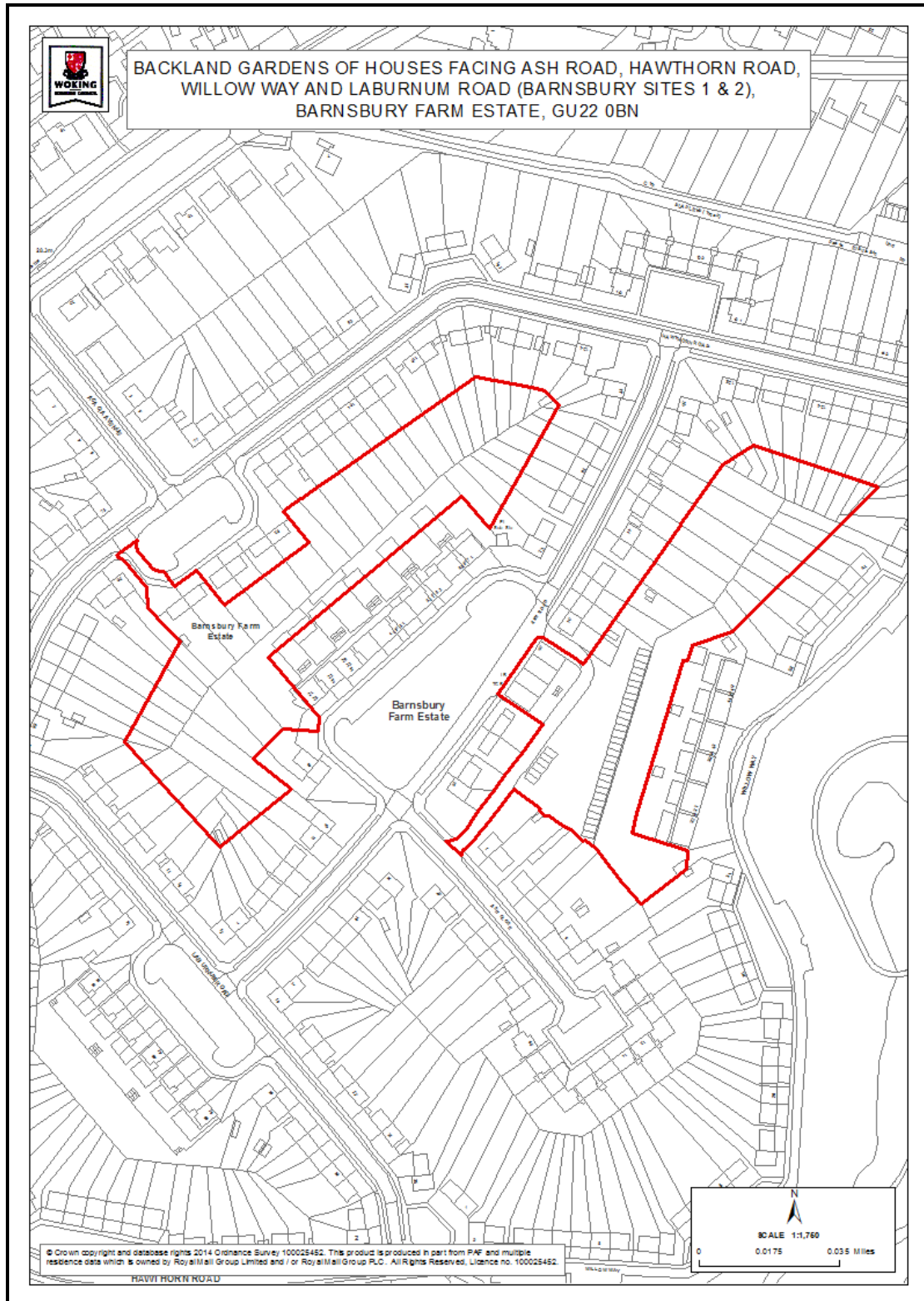
- The site is under construction and is expected to be delivered during the Plan period;
- The landowner has been contacted.

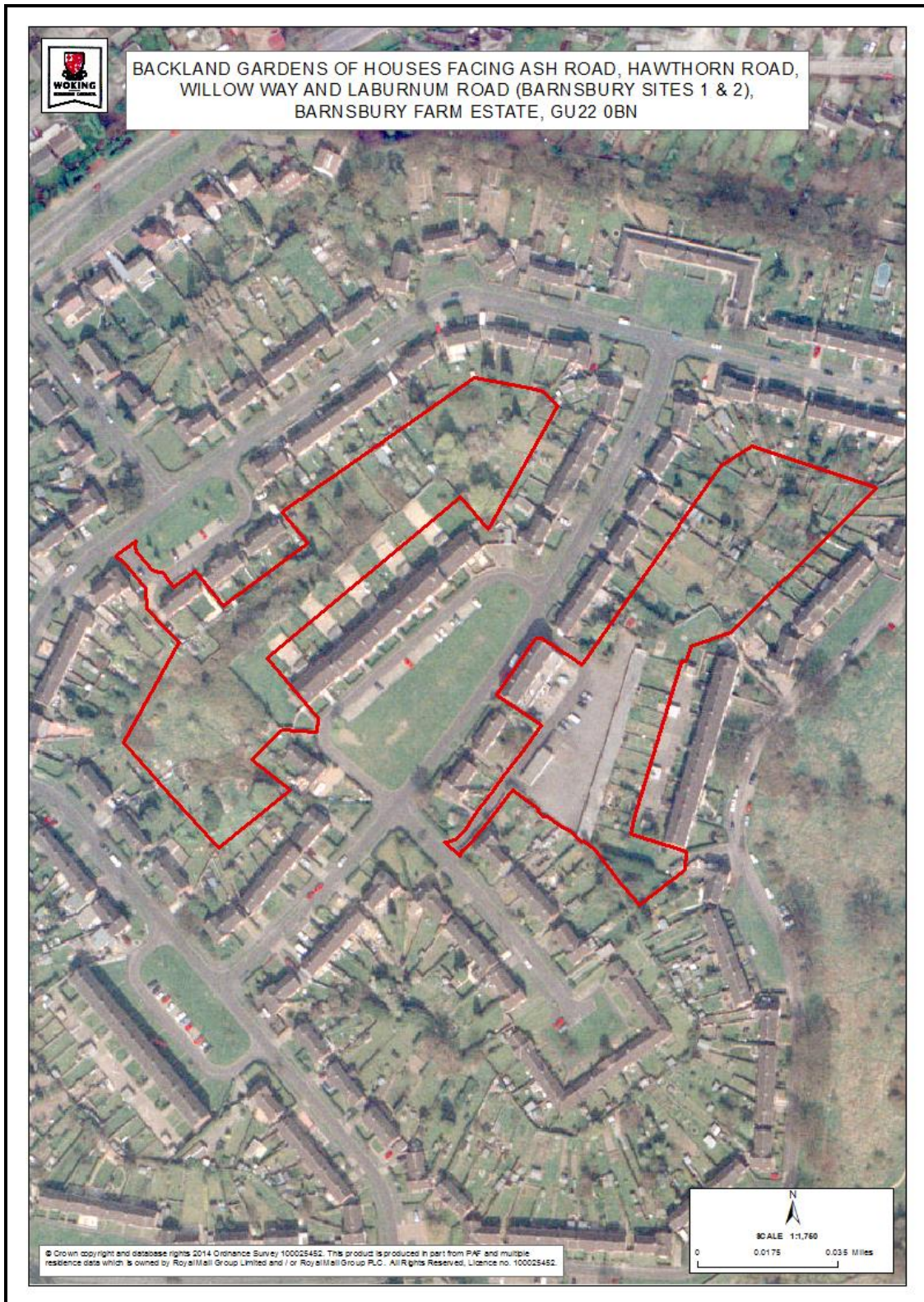
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOR002);
- County Highway Authority Transport Assessment;
- Employment Land Review;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Parking Standards SPD;
- Character Study;
- Planning permission (PLAN/2015/0989).

Proposal reference: UA23

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 UA23: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN

This 1.9 ha site, which comprises of 1.1 ha. 'Barnsbury 1' and 0.8 ha. 'Barnsbury 2', is allocated for residential development including Affordable Housing.

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate site (see Proposal Site UA24);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Suitable for low density family housing. Potential to include community facility and retail units on site to serve residential development and replace existing if part of the development;
- Major highways improvements are likely to be required;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Current or historical contaminative uses may have led to soil and groundwater

contamination that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;

- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Flood Risk Assessment and suitable scheme design to address flood risk, in line with Policy CS9;
- A Transport Statement may be required to assess likely transport impacts.

Reasoned justification: 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.

The sites have previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0386 and PLAN/2006/0387).

The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.

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.

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 at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

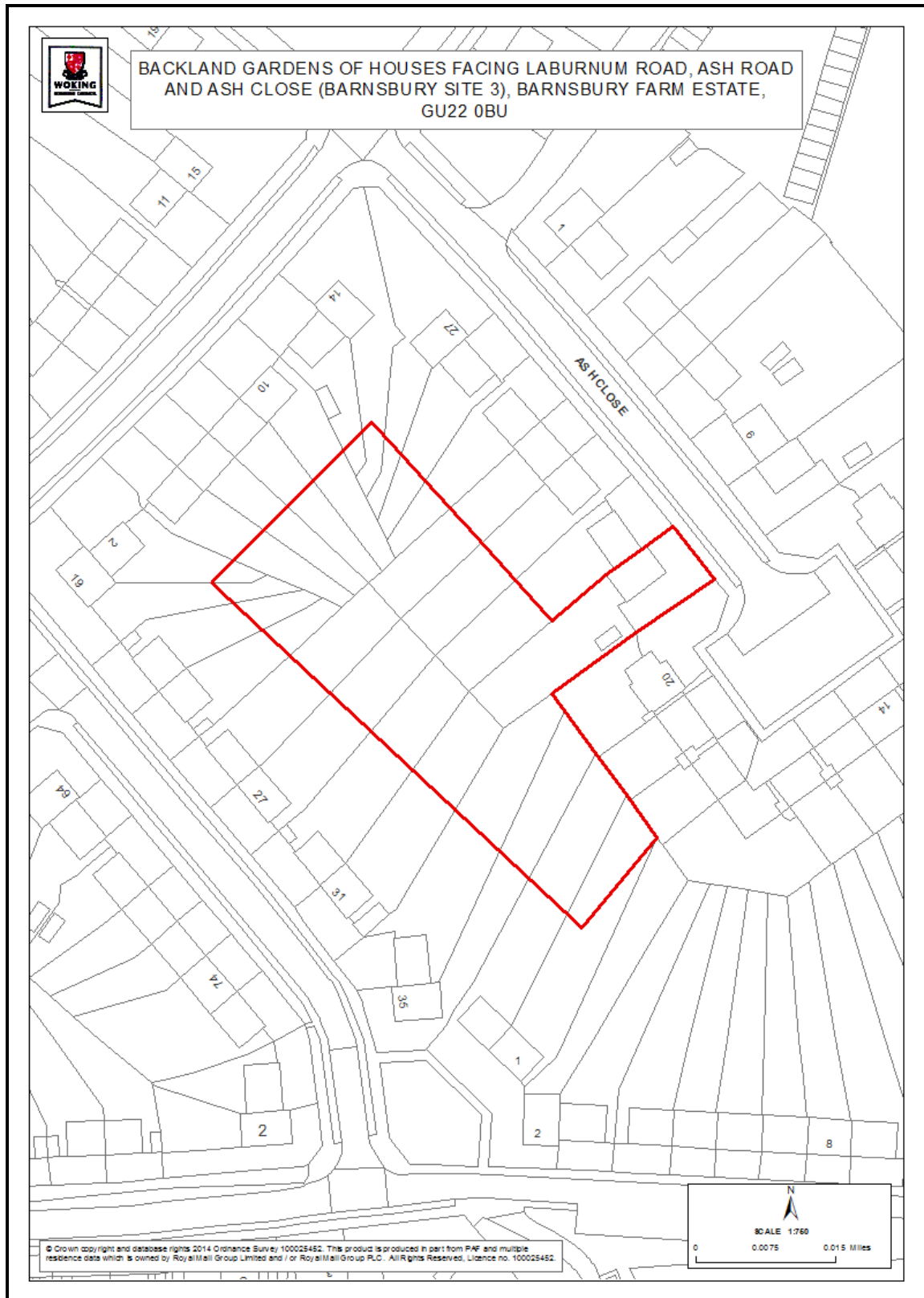
- The site is expected to come forward for development over the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council’s original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner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

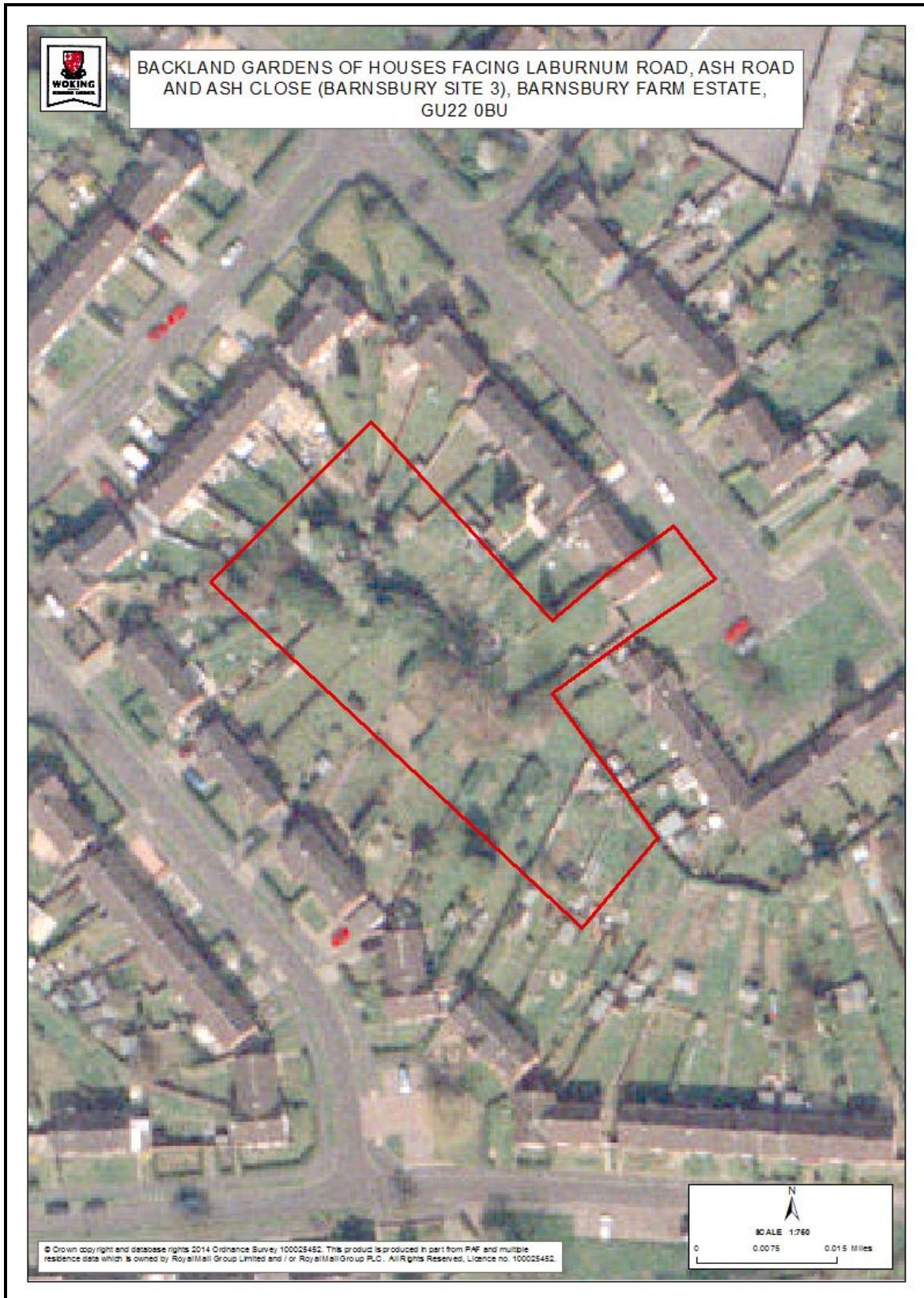
Key evidence base:

- 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: UA24

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





Policy UA24: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU

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

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA23);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- An effective access arrangement to ensure highway safety.

Reasoned justification: 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.

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.

The site has previously been granted outline planning permission for residential development (means of access only) (PLAN/2006/0388).

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 at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

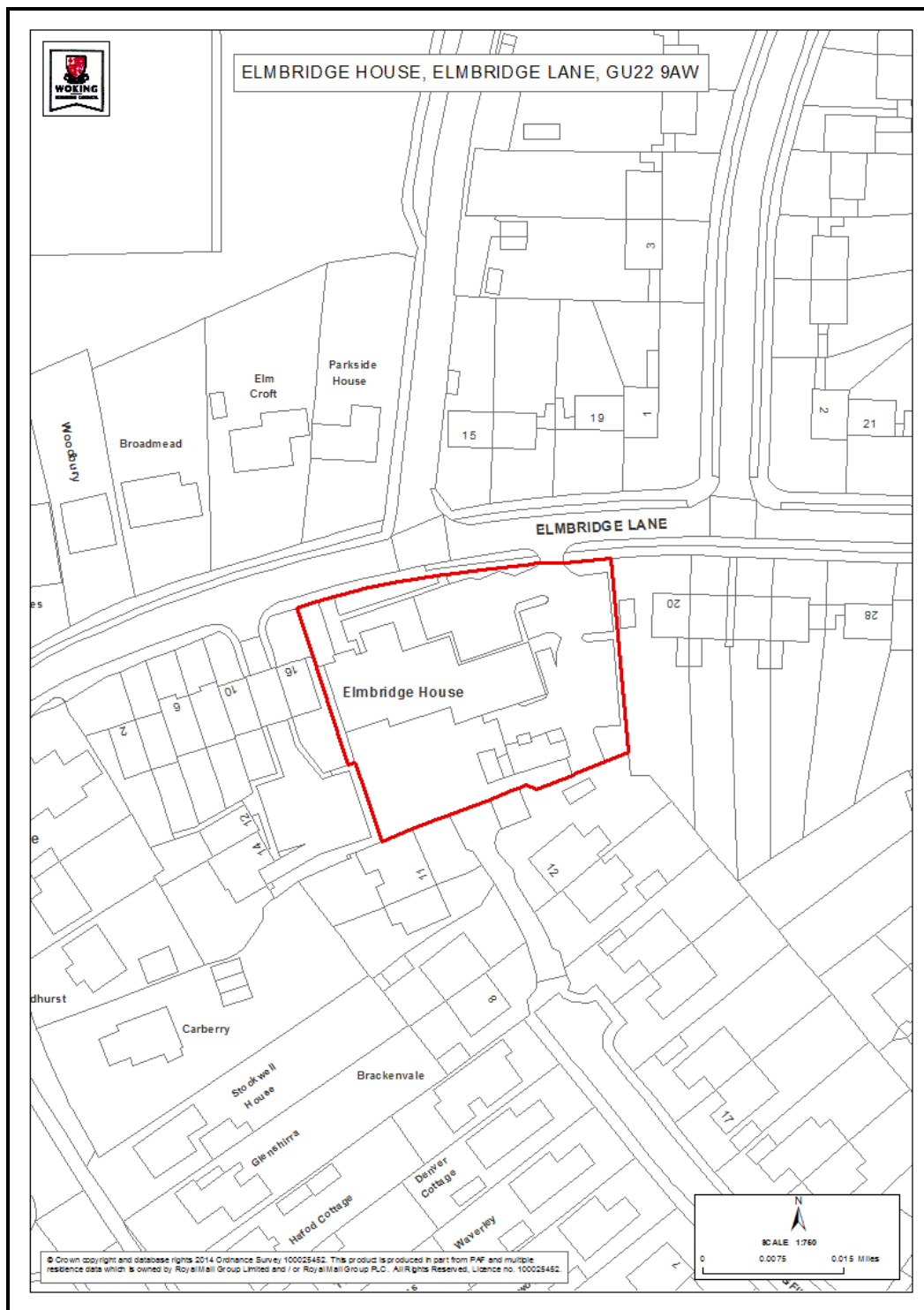
- It is expected that the site would come forward for development during the Plan period;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The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

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: UA25

Site address: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW





Policy UA25: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW

This 0.19 ha site is allocated for residential including Affordable Housing.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- The design of the development needs to provide a response to the predominantly low-rise properties on Elmbridge Lane;
- The scale of the development should not detract from the general character and appearance of surrounding streets;

- Strong boundary treatments should be designed into the development to respect and enhance local character;
- A development scheme should consider local views of the development;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential housing units;
- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Improvements to the existing highway and site access may be required;
- Servicing areas should be accommodated within the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: The site has excellent 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 excellent.

The site has planning permission for residential development (PLAN/2011/0255).

There is a current application for a Certificate of Lawful Existing Use to establish whether permission PLAN/2008/0630 for the demolition of existing office block and erection of 6 x four bedroom houses and 4 x three bedroom houses with associated parking and landscaping had been implemented before the expiry date of 16.08.2014 and is lawful.

It is anticipated that the site will yield at least 10 dwellings. This indicative capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

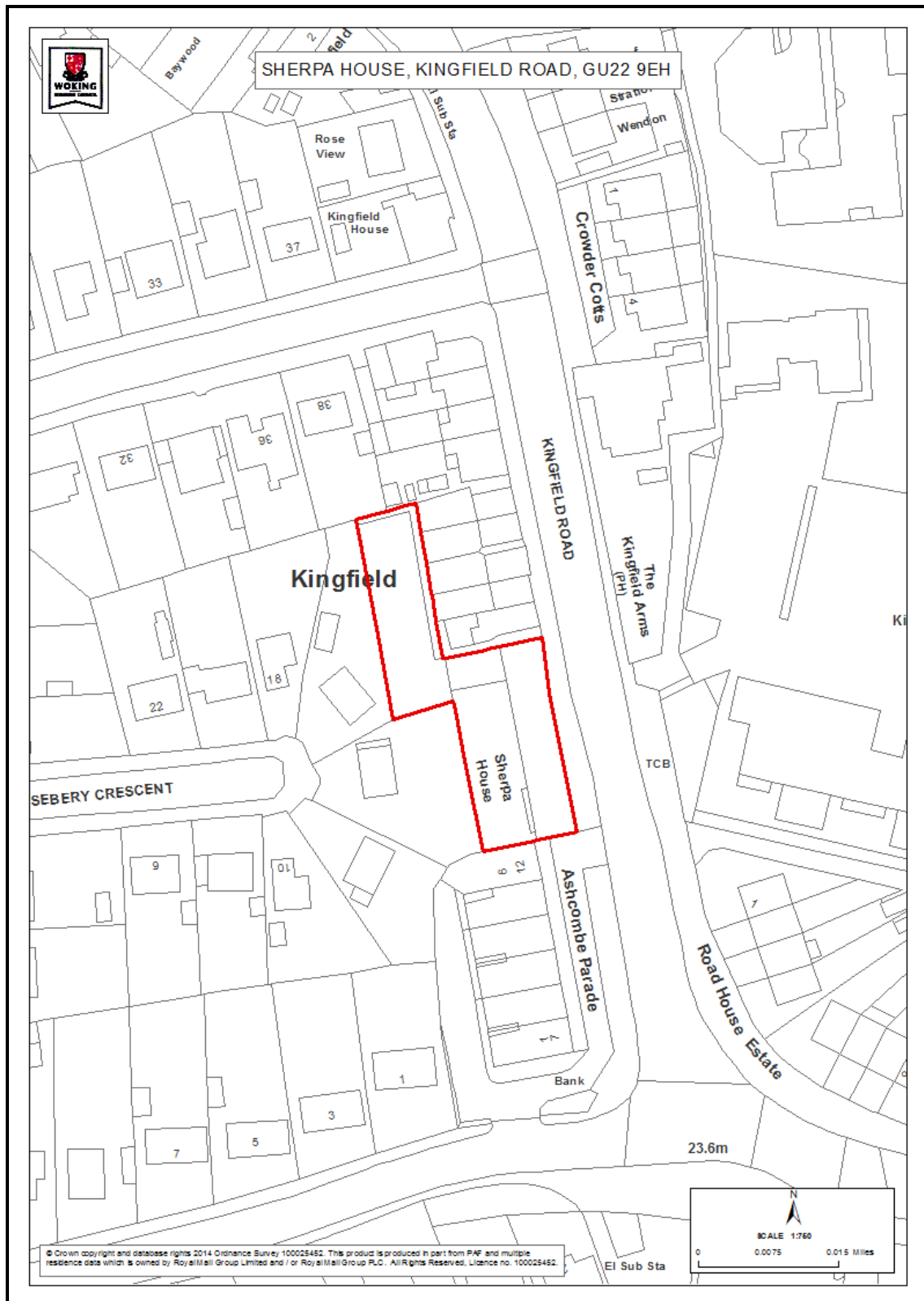
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAHOE004);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- County Highway Authority Transport Assessment;
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Parking Standards SPD;
- Character Study;
- Certificate of Lawfulness application PLAN/2014/0880;
- Planning permission PLAN/2008/0630.

Proposal reference: UA26

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





Policy UA26: Sherpa House, Kingfield Road, Kingfield, GU22 9EH

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The development should make improvements to the quality of the public realm;
- Strong boundary treatments should be designed into the development to respect and enhance local character;

- Development should ensure ample separation distances and be designed to avoid overlooking to neighbouring properties to the rear;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street, by retaining retail use at ground floor;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character.
- Suitable levels of private amenity space should be provided for residential housing units;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The storage of waste and recyclable materials as well as servicing areas should be incorporated into the design of the building;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: 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.

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 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.

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 at an Examination and supported to be achievable.

Delivery arrangements:

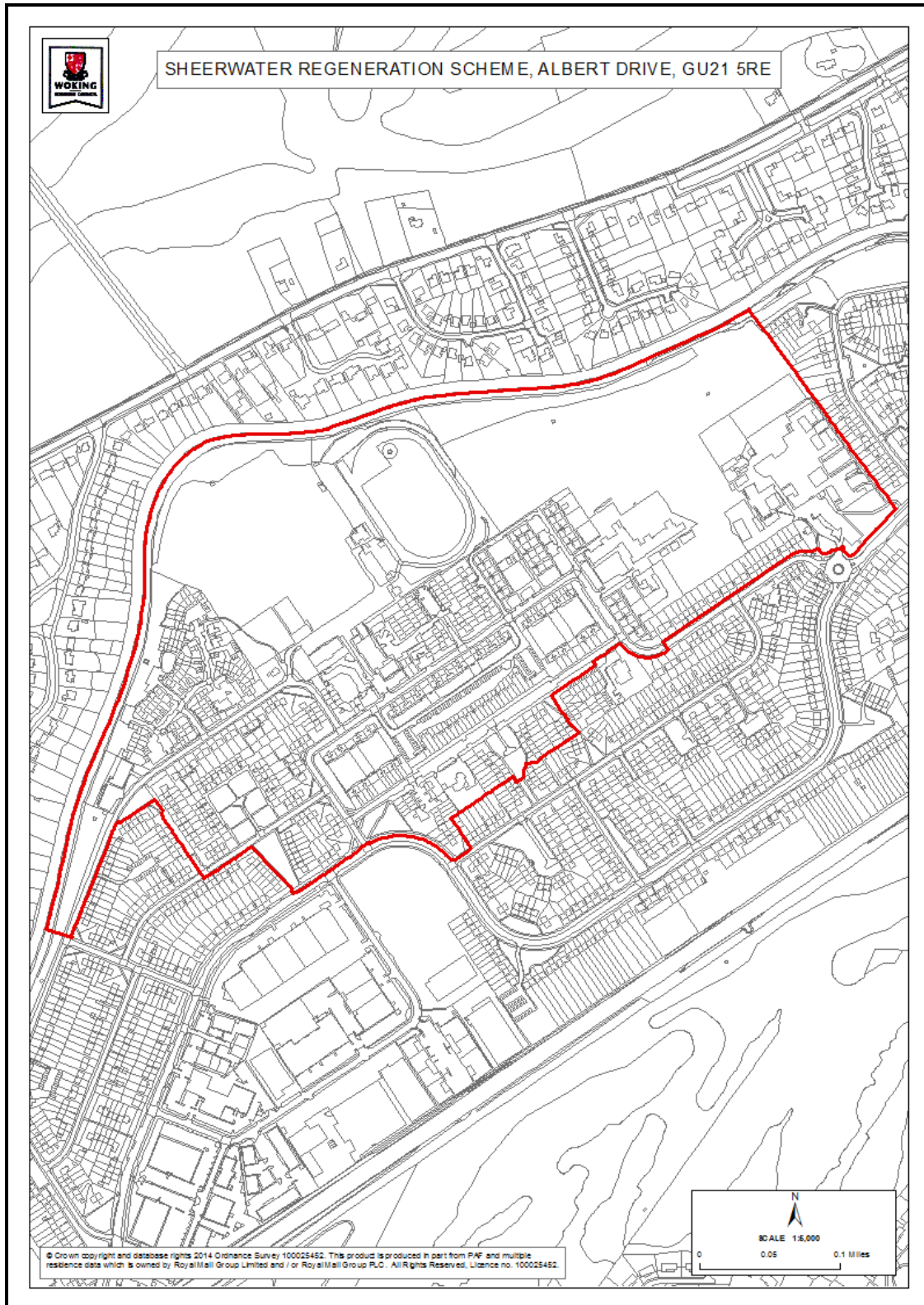
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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.

Proposal reference: UA27

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







Policy UA27: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE

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.

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

- A masterplan approach will be required. This site should 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;
- A phasing strategy will need to be established 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;
- Development proposals should promote a sense of place and help transform the image and identity of Sheerwater;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development will be expected to result in 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;

- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Enhancement of 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 be considered to comply with Core Strategy Policy CS17; any loss of open space should be justified;
- Retention of the Athletics Track or its relocation to an accessible location within the Borough to allow effective public use. Any relocation should be a pre-requisite to the development of the site. There should be a continuous provision of this facility whether it is retained on site or relocated;
- The existing playing fields within the site should be retained or relocated to allow effective public use. Where there is a loss of playing fields, there must be alternative sports and recreational provision provided;
- Improved club facilities for Sheerwater Football Club;
- Encourage the re-use of existing buildings where possible;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Development must carefully consider the Basingstoke Canal Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- The development should include mitigation measures for noise and light pollution, particularly alongside the Basingstoke Canal Conservation Area and the Site of Special Scientific Interest (SSSI);
- 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. Highway improvements may be required into and through the site;
- Appropriate and adequate provision of car and cycle parking in accordance with the

adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved connectivity to open space and existing foot and cycle networks;
- Detailed surveys and studies to establish, and mitigation measures to protect, existing habitats;
- Public transport improvements to increase accessibility in and around the Sheerwater area;
- Servicing areas should be accommodated within each site;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Due to the existing high voltage power lines and pylons, proposals should refer to the National Grid 'Sense of Place' guidelines for development near high voltage overhead lines;
- Development proposals in Flood Zones 2 are required to be accompanied by a Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation from all sources of flooding (Policy CS9 – Flooding and Water Management and NPPF);
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to reduce the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;

- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Providing employment and training opportunities for local residents;
- Tackle social exclusion through improved community facilities;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Suitable levels of private amenity space should be provided for residential units;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The retail choice on offer within the proposed Sheerwater Neighbourhood Centre should 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;
- The site has the potential to increase local permeability and a clear internal street network should be delivered including increasing pedestrian and cycle accessibility to the Canal towpath for health and recreational benefits;
- Community facilities should be provided on the site to meet local demand and comply with the Core Strategy;
- Development should 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;
- Potential for contamination arising from historic or existing use to be advised;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20.

Reasoned justification: 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.

The areas around Devonshire Avenue and Dartmouth Avenue in Sheerwater are identified as being within the 14% most deprived areas nationally, and the 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, income and employment, and ranked fourth in the county for education, skills and training levels.

In addition, 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).

A comprehensive redevelopment scheme for the site is currently being prepared. A planning application was submitted in 2015 and is currently being determined.

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.

It is anticipated that a high density mixed use development of the site could yield 376 net additional dwellings, retail, leisure and community floorspace over the plan period. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

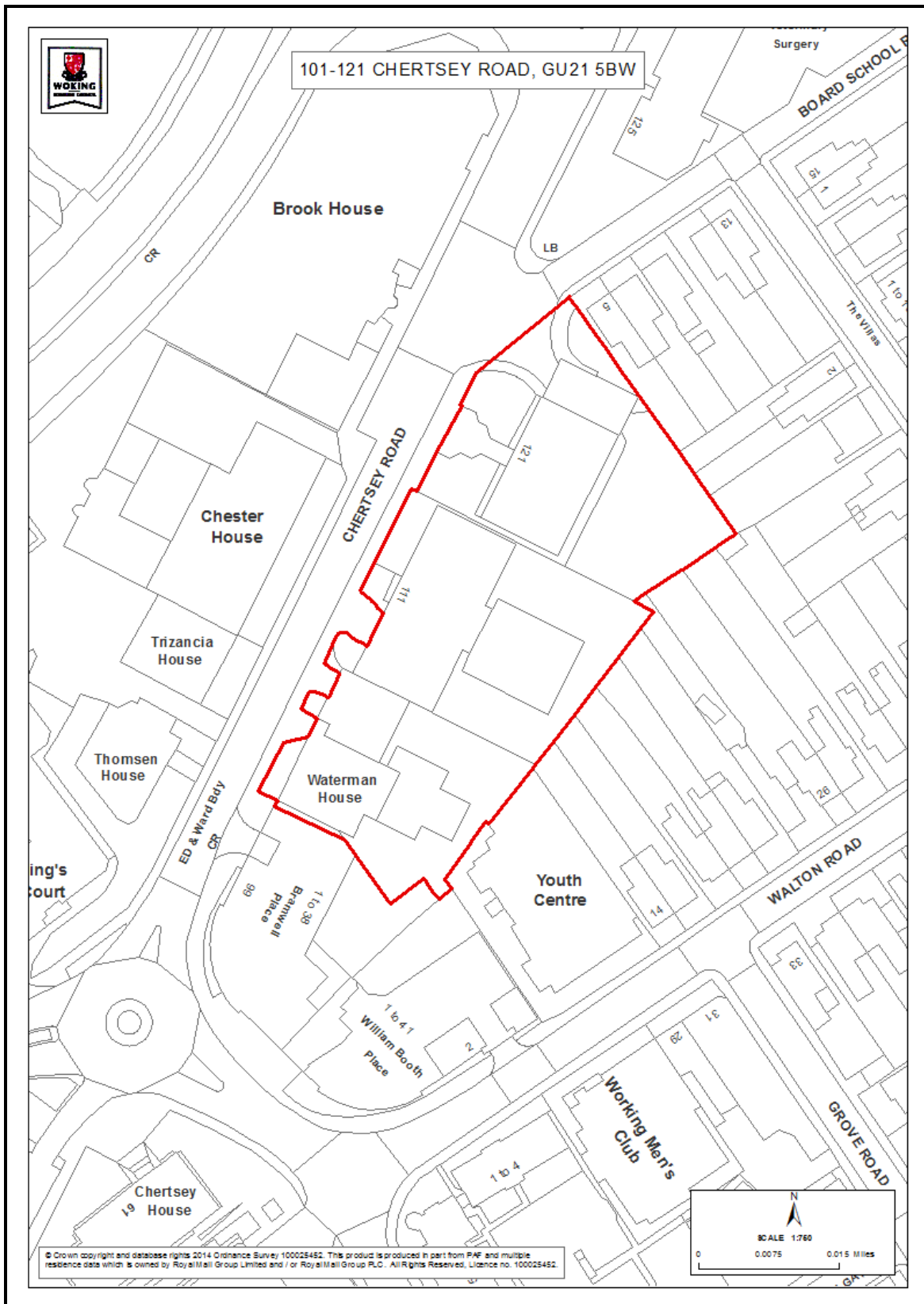
- The site is within multiple land ownership. The Council is the majority land owner and will coordinate assembly of the remaining component parts;
- A phased development likely to take place due to the complex nature of the site. It is expected that the site would come forward for development during 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.

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.

Proposal reference: UA28

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





Policy UA28: 101-121 Chertsey Road, Woking, GU21 5BW

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- No net loss of office floorspace;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider town centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care required in terms of the development's relationship with properties behind in Walton Road;
- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should consider local and long distance views of the development. 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;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- 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;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Servicing areas should be accommodated within the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward in association with the adjacent Walton Road Youth Centre (Proposal Site UA33).

Reasoned justification: 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.

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.

121 Chertsey Road was granted planning permission in 2010 for the erection of a part three and part six storey office building (PLAN/2010/0749). The development was not implemented at the time. A similar scheme was granted planning permission in 2015 (PLAN/2014/1196). There is an application (PLAN/2017/0559) for a C2/C3 scheme for the site which is currently being determined.

Waterman House (101-107 Chertsey Road) currently has unimplemented planning permission (subject to a legal agreement) for the demolition of the existing building and the construction of a five storey office building with underground parking (PLAN/2008/0683 and PLAN/2012/0461). As neither development scheme has yet come forward for development, there is the possibility for a comprehensive redevelopment of the site.

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 Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

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;

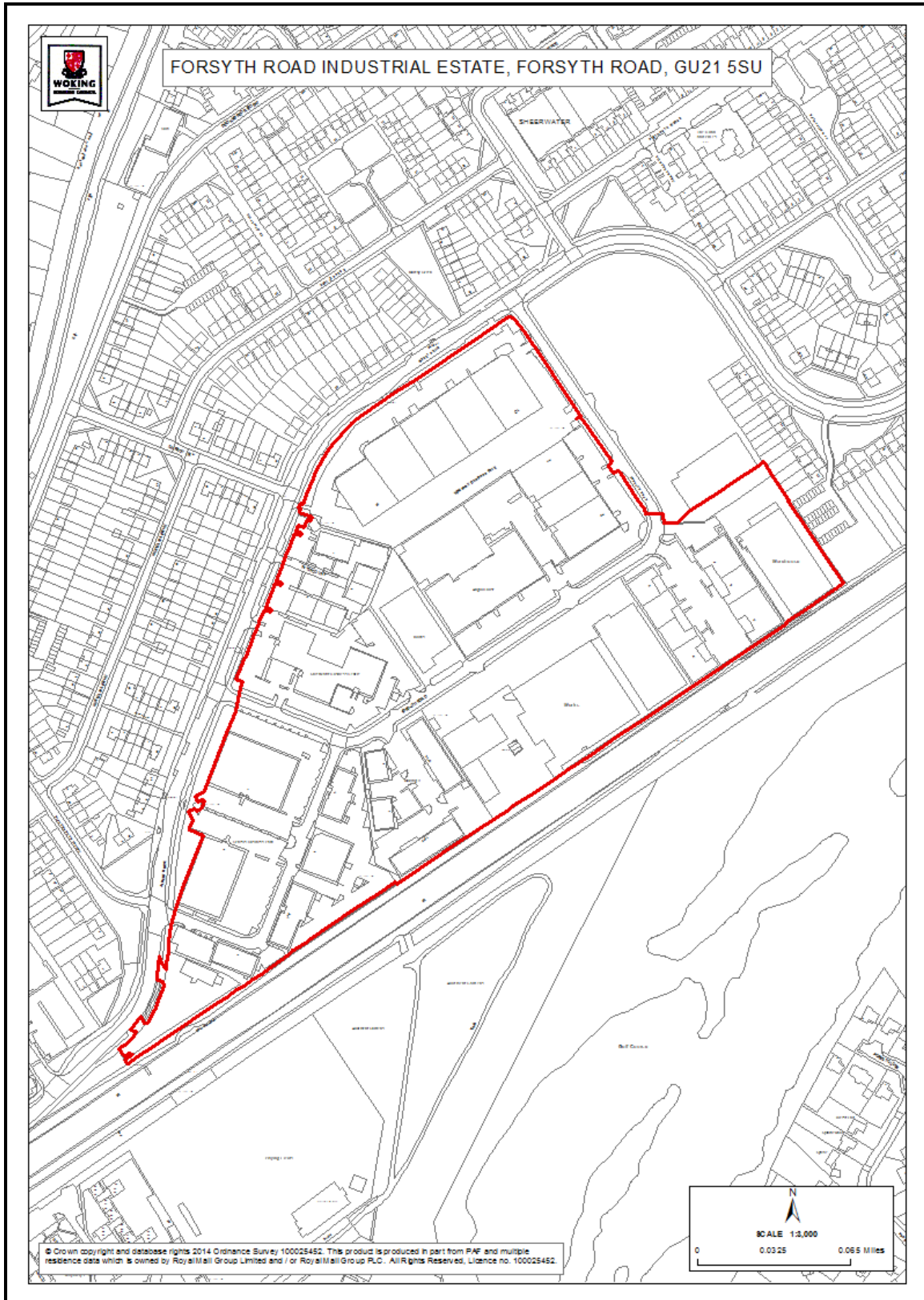
- Land assembly required by developer, this may be subject to expiry / surrender of existing leases in part of the site.

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: UA29

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







Policy UA29: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

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

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

- High quality design that takes account of and seeks to improve the character and appearance of the locality;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road / railway line the development may need to consider the impacts on noise and air quality and ensure mitigation measures are implemented;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;

- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation.

Reasoned justification: 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.

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.

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.

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

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’.

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.

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.

Delivery arrangements:

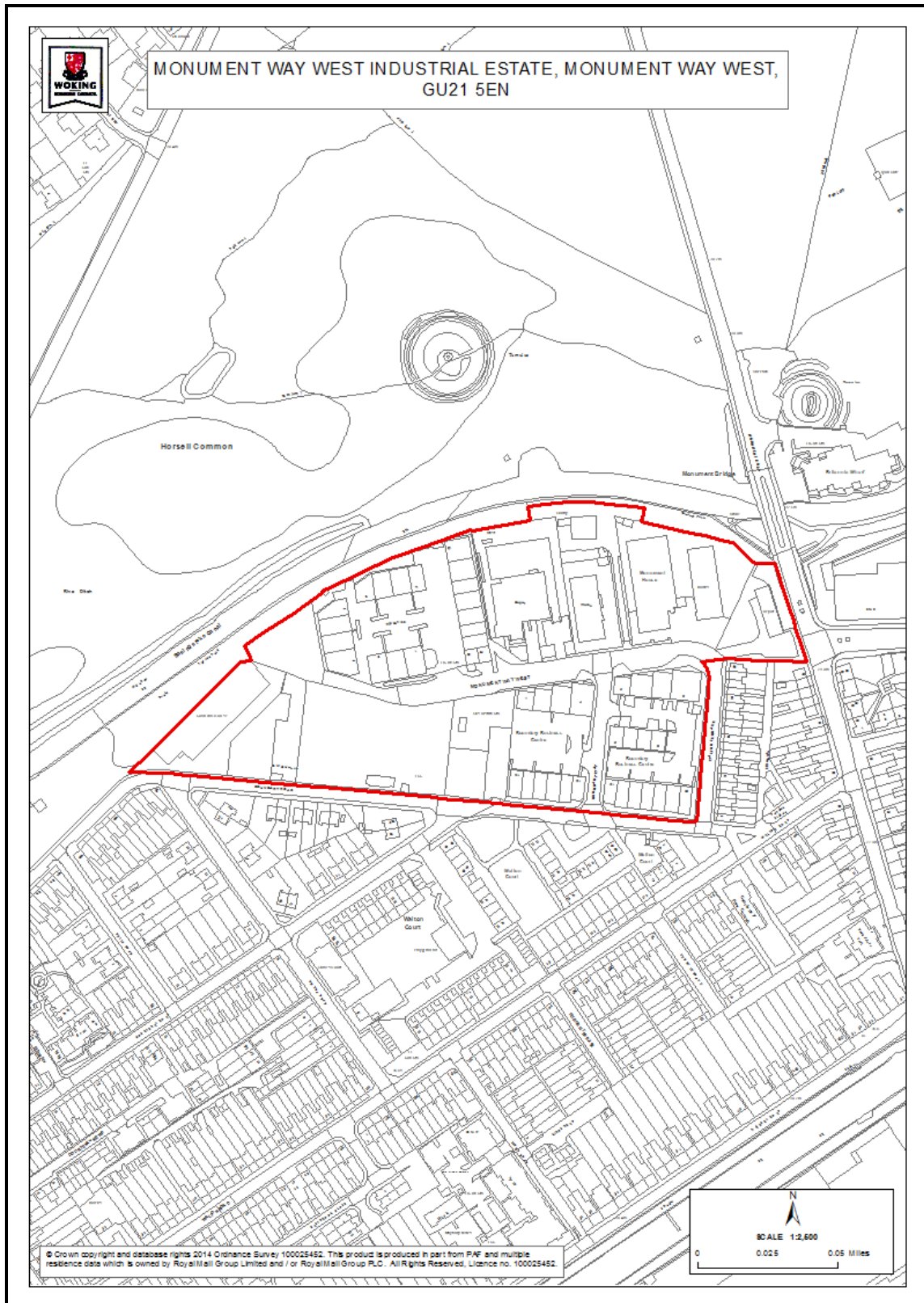
- It is expected that the site would come forward for development during the Plan period;
- Development will be developer-led;
- The landowner's agent has been contacted.

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: UA30

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







Policy UA30: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN

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.

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Due to the proximity to the road and the mix of land uses within the allocated area, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised, however remediation likely to be necessary;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation
- High quality design that takes account of the character and appearance of the locality and the adjacent heritage asset;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- 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;

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to avoid highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- Development should 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;
- Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;
- The site has the potential to increase local permeability and a clear internal street network should be delivered;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the secondary aquifer within the site boundary
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. A Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- The storage of waste and recyclable materials should be incorporated into the design.

Reasoned justification: 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.

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.

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.

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’.

It is anticipated that the site could yield at least 3600 sqm net/gross industrial/warehousing floorspace together with new road infrastructure.

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.

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.

Delivery arrangements:

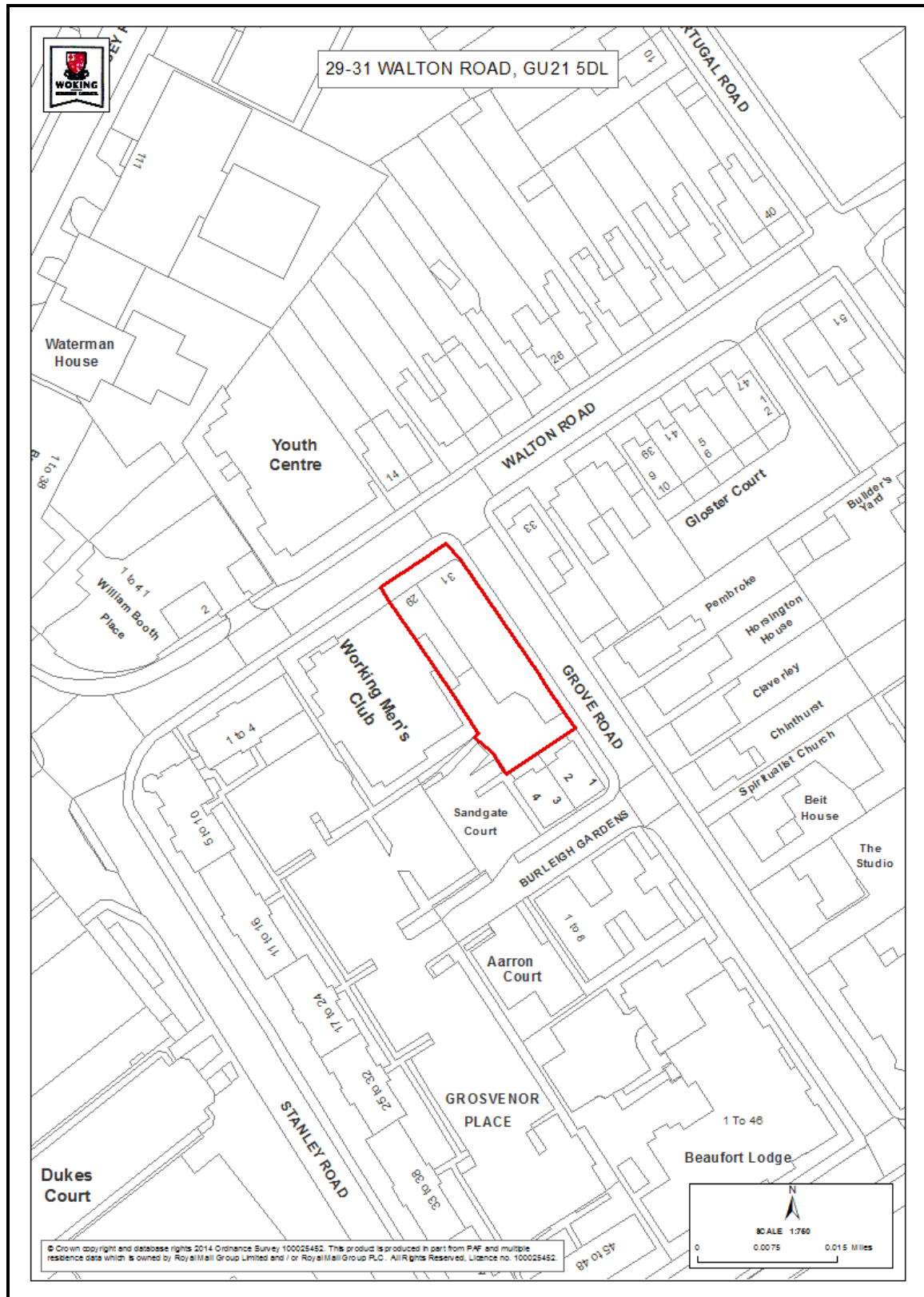
- It is expected that the site would come forward for development during the Plan period;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership and some land assembly would be required.

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: UA31

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





Policy UA31: 29-31 Walton Road, Woking, GU21 5DL

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will need to provide at least 30% Affordable Housing on site in line with Core Strategy Policy CS12 and be suitable for family accommodation (2+ bedrooms), as set out in Core Strategy Policy CS5;
- A density of at least 200 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre;
- The design of the development needs to provide a response to the predominantly low-rise adjacent properties;
- The corner plot location of the site will require development to directly address and add vibrancy to both street scenes;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider town centre character;

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development
- The development should make improvements to the quality of the public realm
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- 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;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;

- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: 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.

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.

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.

It is anticipated that the site could yield at least 10 dwellings. 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.

Delivery arrangements:

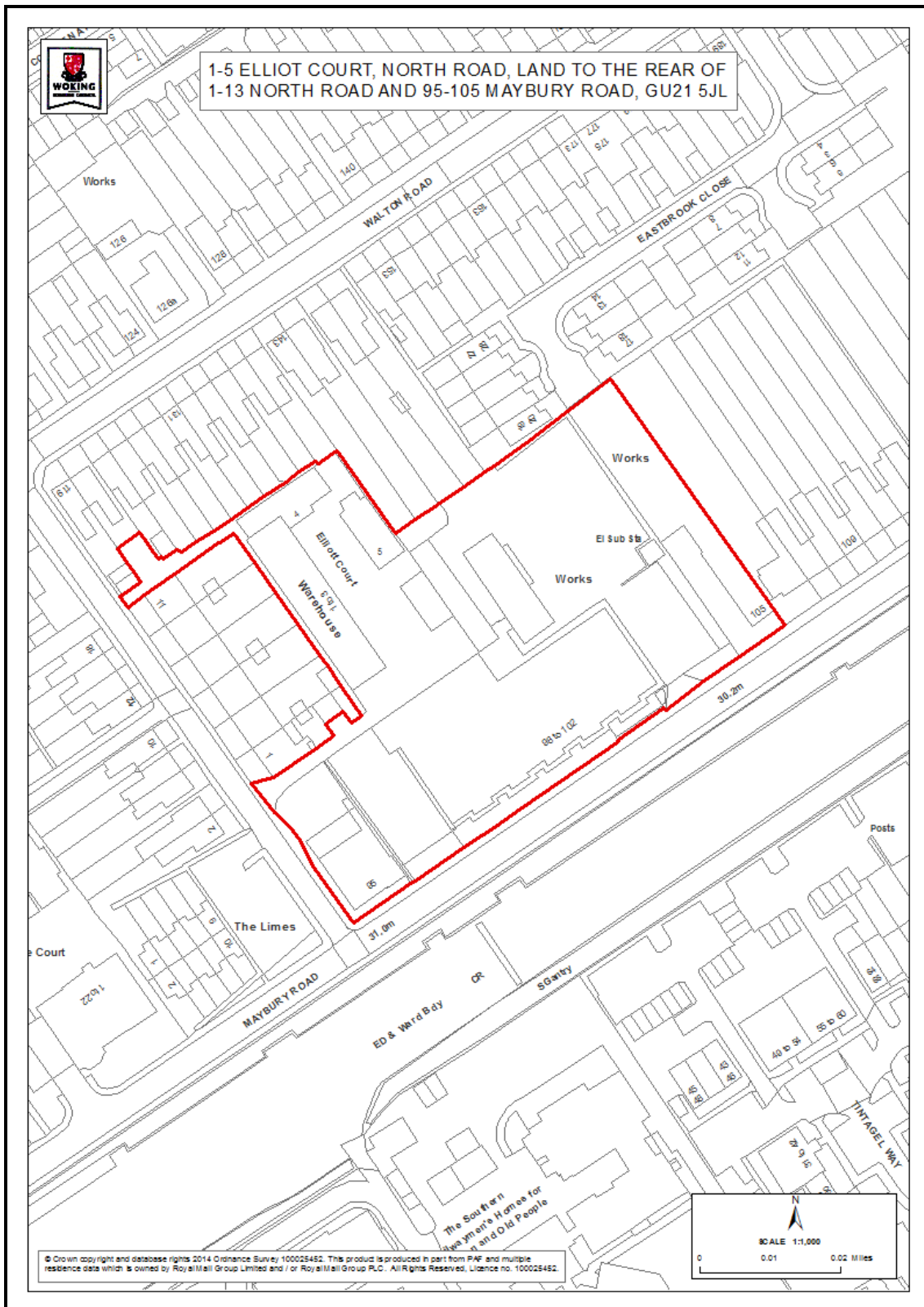
- It is expected that the site would come forward for development during the Plan period;
- The landowner has been contacted.

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: UA32

Site Address: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL





Policy UA32: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL

This 0.77 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.

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

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The scale of the development should not detract from the general character and appearance of surrounding streets. The design of the development needs to provide a response to the predominantly low-rise adjacent properties;
- Strong boundary treatments should be designed into the development to respect and

enhance local character;

- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the site;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential units
- Building footprints should not be oversized to reflect the character of the adjacent properties;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Development to meet relevant Sustainable Drainage Systems requirements at the

time of planning application for the development of the site;

- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: 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), fitness centre (D2), car parking, warehouse premises (B8) and a car washing and tyre fitting garage (Sui Generis).

Redevelopment would provide an opportunity to remove a non-conforming use in a predominantly residential area.

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.

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.

It is anticipated that the site could yield at least 77 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.

The redevelopment should also ensure jobs are created on site in accordance with the objectives of Core Strategy Policy CS5 – Priority Places.

Part of the site has been granted planning permission for the development of 9 dwellings (Plan/2015/0500) and is currently under construction.

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;
- The owner of Elliot Court has previously submitted two planning applications for the redevelopment of the site for residential use;

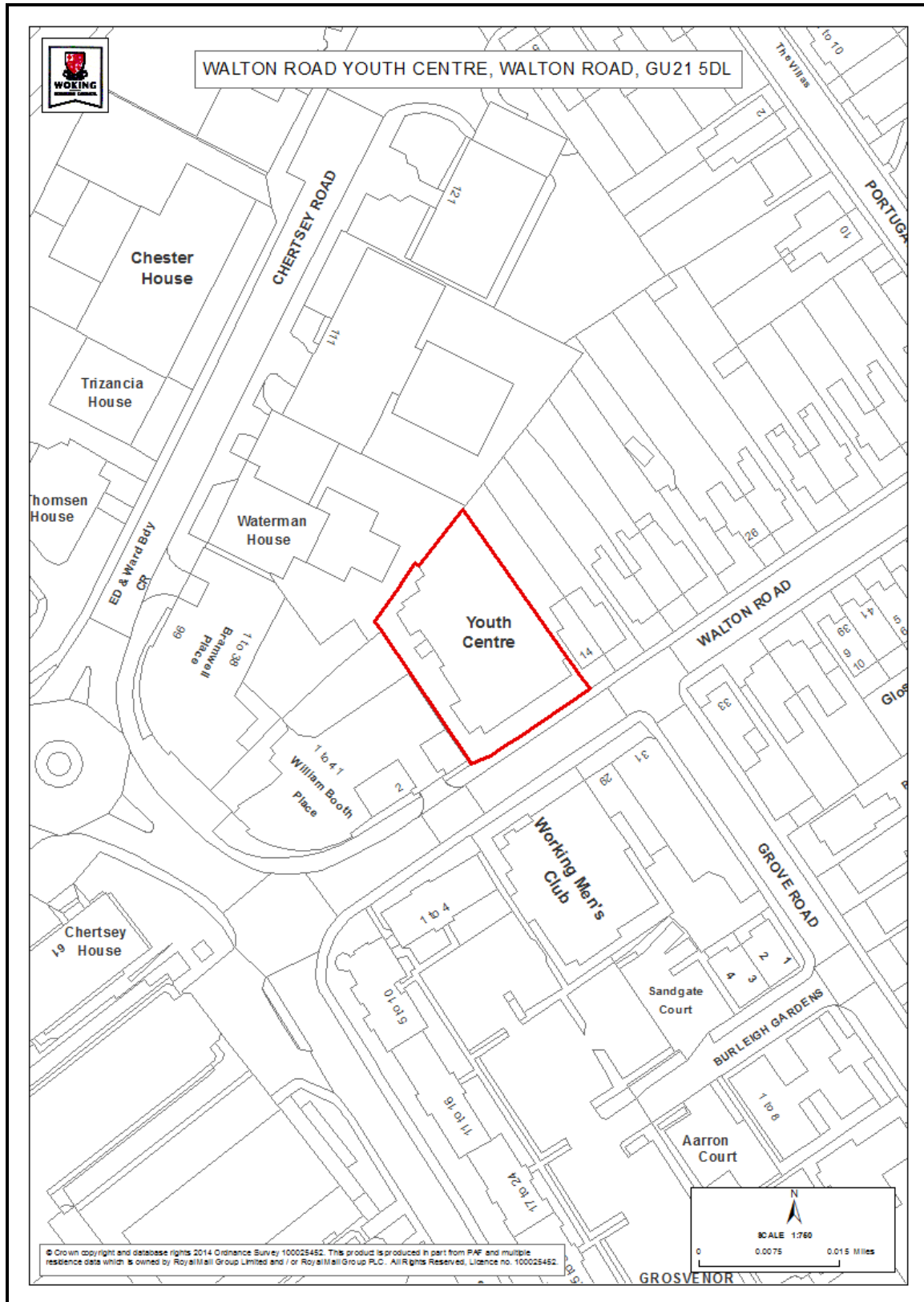
- 1 to 5 Elliot Court, North Road (to the rear of numbers 1 to 13 North Road and including Elliot Court) is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAACAN011);
- Employment Land Review;
- Planning Application PLAN/2014/0289, PLAN/2013/0484 and PLAN/2015/0500; 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: UA33

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





Policy UA33: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Re-provision of the existing community facility in an improved form to ensure the development complies with Core Strategy policy;;
- The site will be expected to provide 40% Affordable Housing on site that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst

ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Development will need to carefully consider the transition in building heights;

- The development should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Suitable levels of private amenity space should be provided for residential units
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- The development should promote high quality design and is expected to have built-in

natural surveillance that designs out crime and the fear of crime;

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward for development as part of any future development of adjacent 101-121 Chertsey Road site (Proposal Site UA28).

Reasoned justification: The site is located on Walton Road and is adjacent to both the Woking Town Centre boundary and the Walton Road Neighbourhood Centre. As the site is outside of both of these centres, it is not considered suitable for retail development.

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.

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.

It is anticipated that the site could yield at least 21 dwellings and a community facility. 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.

Delivery arrangements:

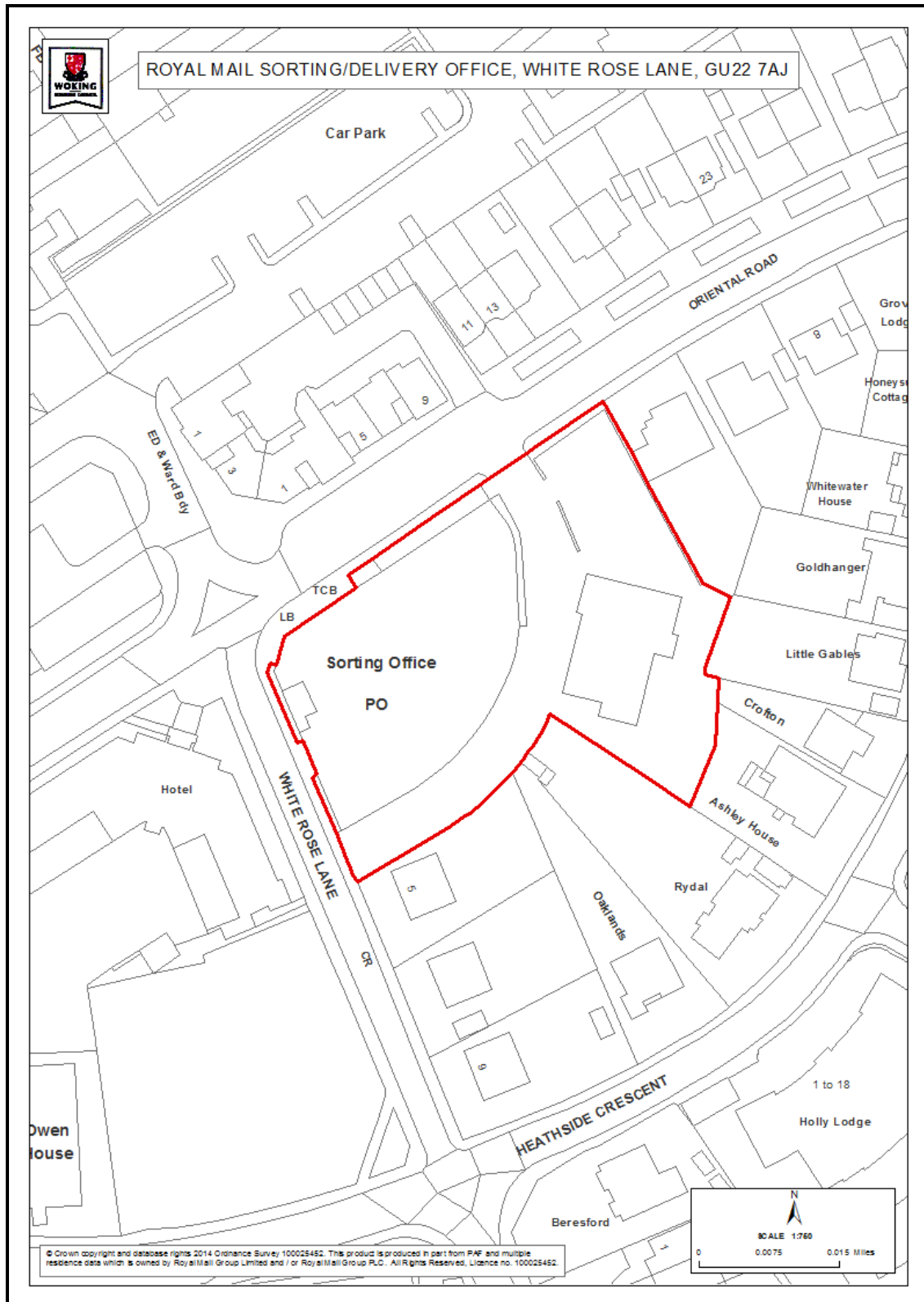
- It is expected that the site would come forward for development during the Plan period;
- The site is owned by Surrey County Council, which is currently considering its plans for the building. Residential redevelopment is one of a number of options but would require relocation or re-provision of the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

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: UA34

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





Policy UA34: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ

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

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

- Relocation of the existing Royal Mail sorting/delivery office would be a pre-requisite of the development;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Development should be designed to respect the amenity of neighbouring properties to the south and east;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.

Reasoned justification: 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.

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.

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.

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.

Delivery arrangements:

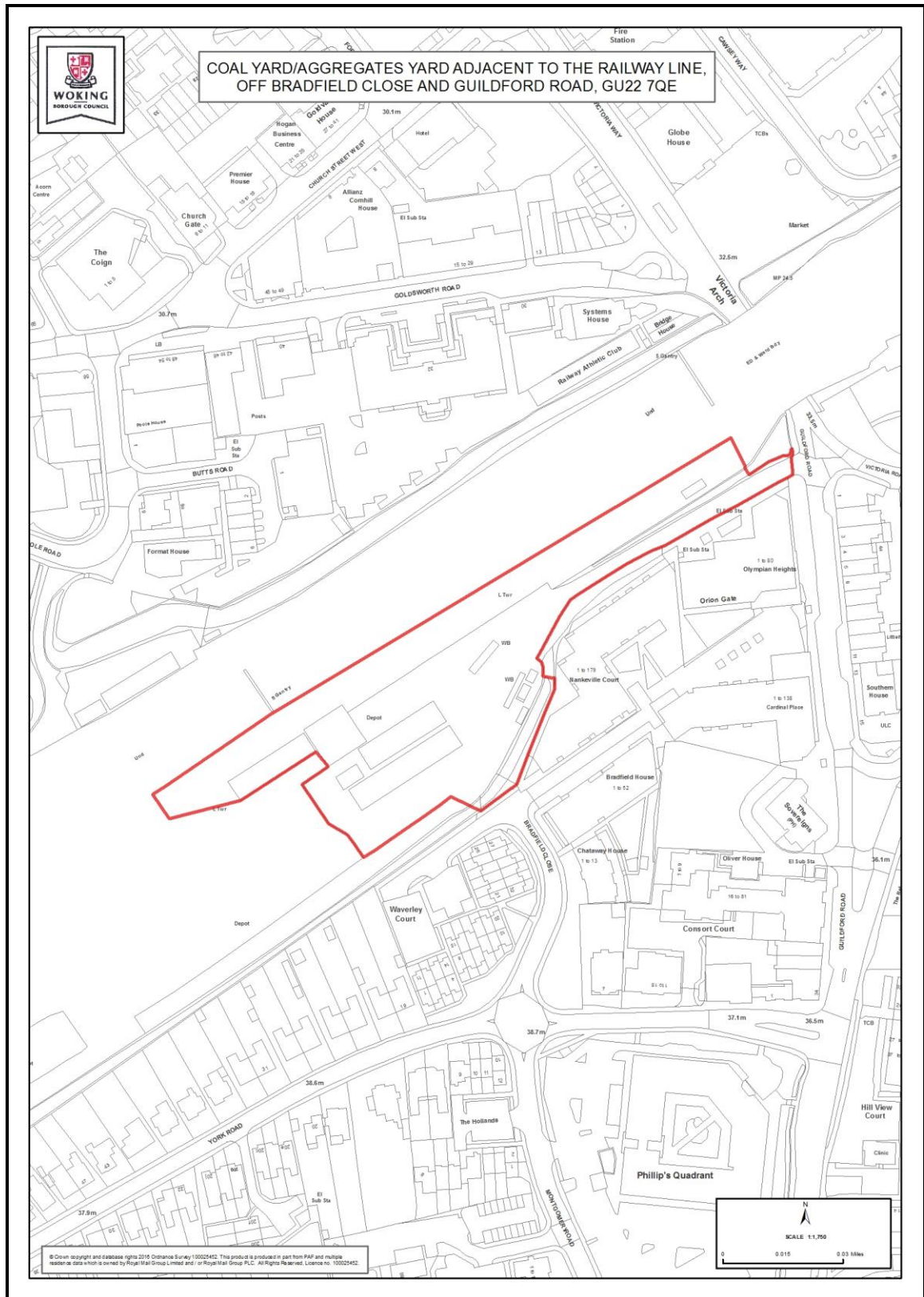
- It is expected that the site would come forward for development during the Plan period;
- The site was put forward for consideration by the Council by the landowner's representative;
- The site is in single ownership and is available subject to relocation of the existing use.

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.

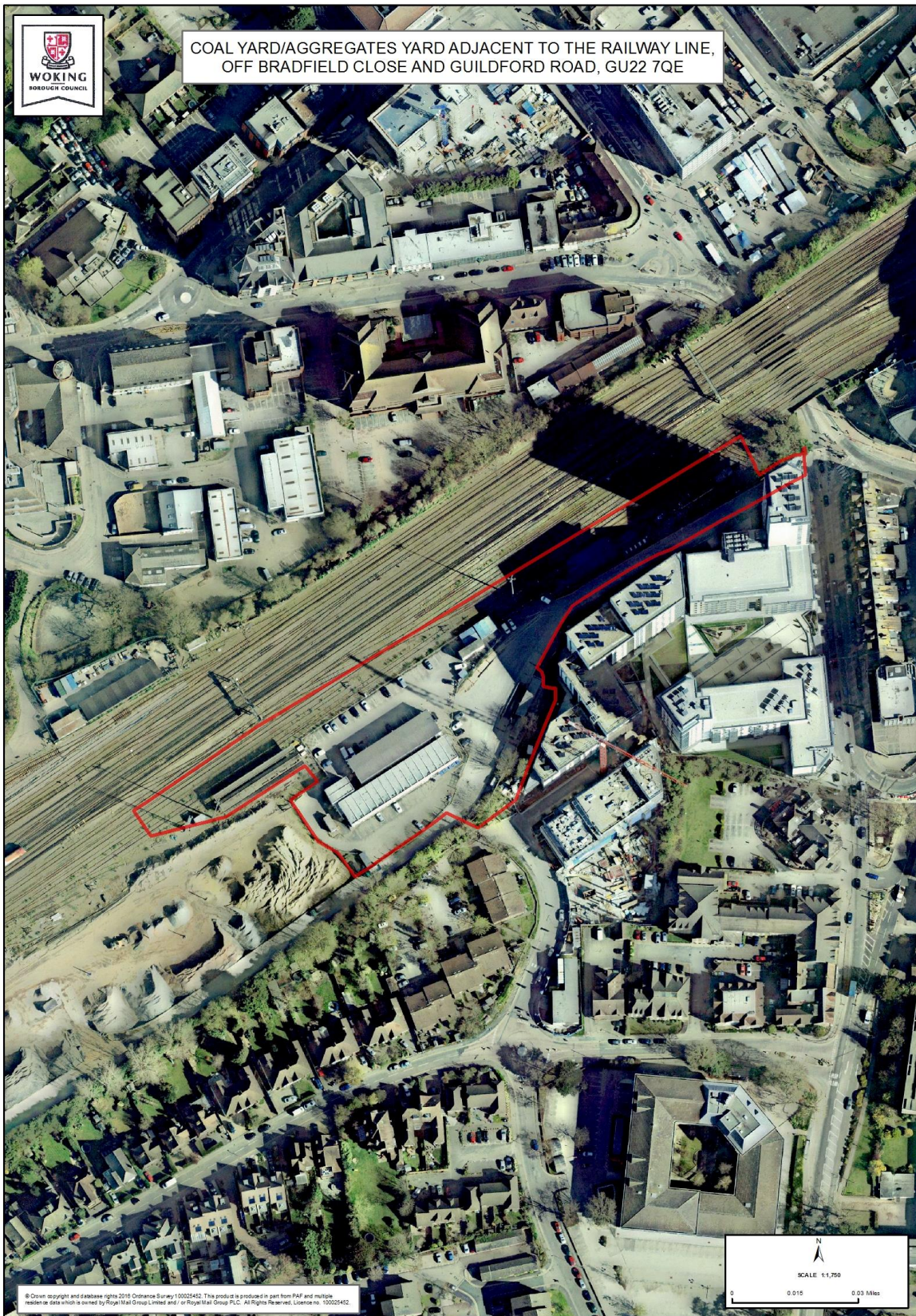
Proposal reference: UA35

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





COAL YARD/AGGREGATES YARD ADJACENT TO THE RAILWAY LINE,
OFF BRADFIELD CLOSE AND GUILDFORD ROAD, GU22 7QE



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Policy UA35: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close, Woking, GU22 7QE

This 1.09 ha site is allocated for residential, including Affordable Housing, development.

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

- Development to ensure a satisfactory relationship between the proposed residential development and the existing minerals aggregate site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site (as the site is considered greenfield, in the absence of permanent buildings);
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed Combined Heat and Power network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved (subject to physical barriers such as the railway line);
- Due to the proximity to the railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is

identified in the Surrey Minerals Plan as a Rail Aggregate Safeguarded Site. The MPA will need to be satisfied that future development would not prevent, directly or indirectly, the operational requirements of the site.

Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to Policy CS10 of the Core Strategy.

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.

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.

Redevelopment of this site would represent efficient use of previously development 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.

Due to the relationship between the site and the adjacent land uses, it is anticipated that the site could yield at least 100 dwellings (at 90 dph).

Delivery arrangements:

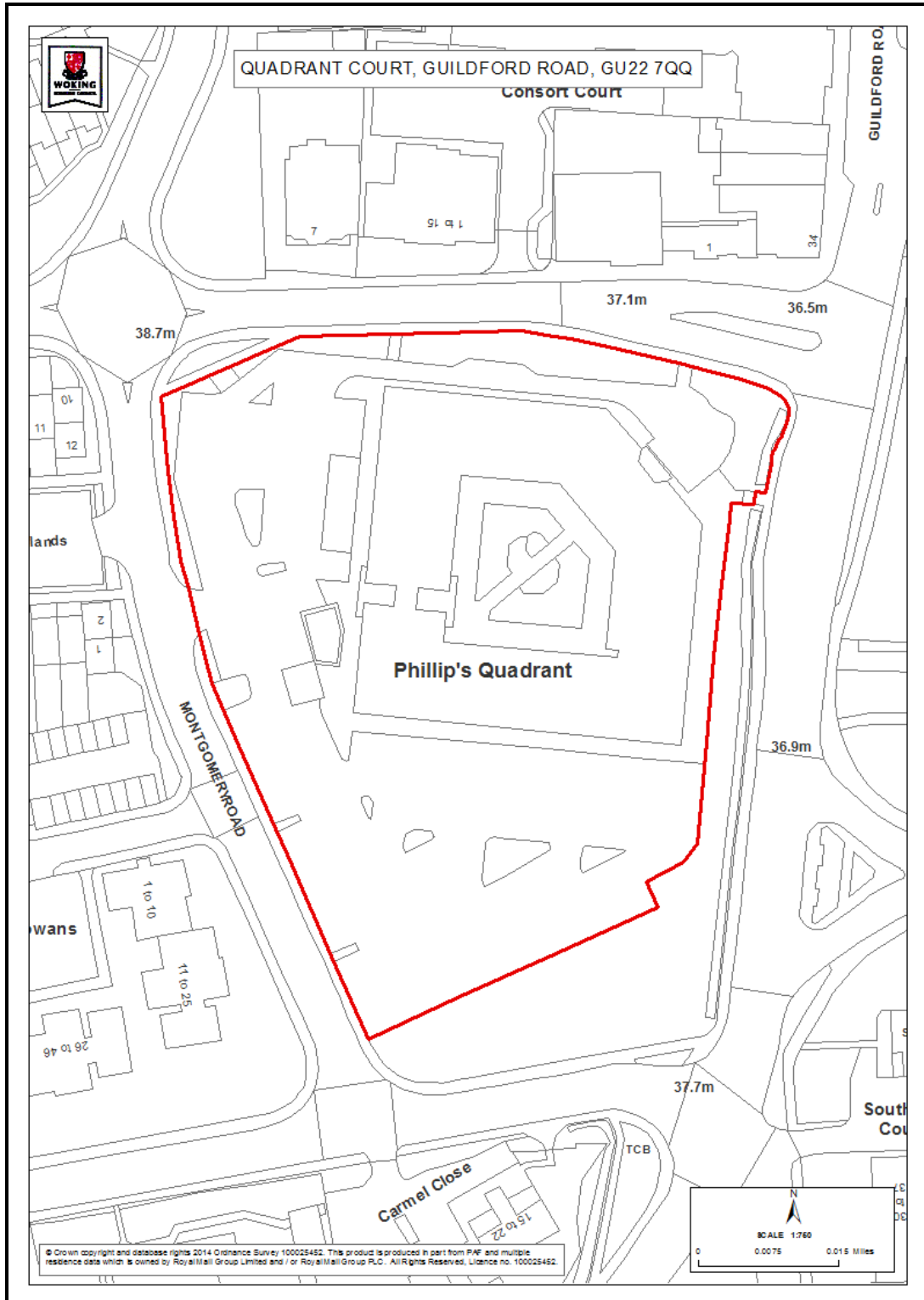
- It is expected that the site would come forward for development during the Plan period;
- The site is available for residential development.

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: UA36

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





Policy UA36: Quadrant Court, Guildford Road, Woking, GU22 7QQ

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

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

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The development should consider local and long distance views of the development;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect amenity;

- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

Reasoned justification: 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.

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.

It is anticipated that the site could yield at least 1000 sqm net additional office floorspace.

Delivery arrangements:

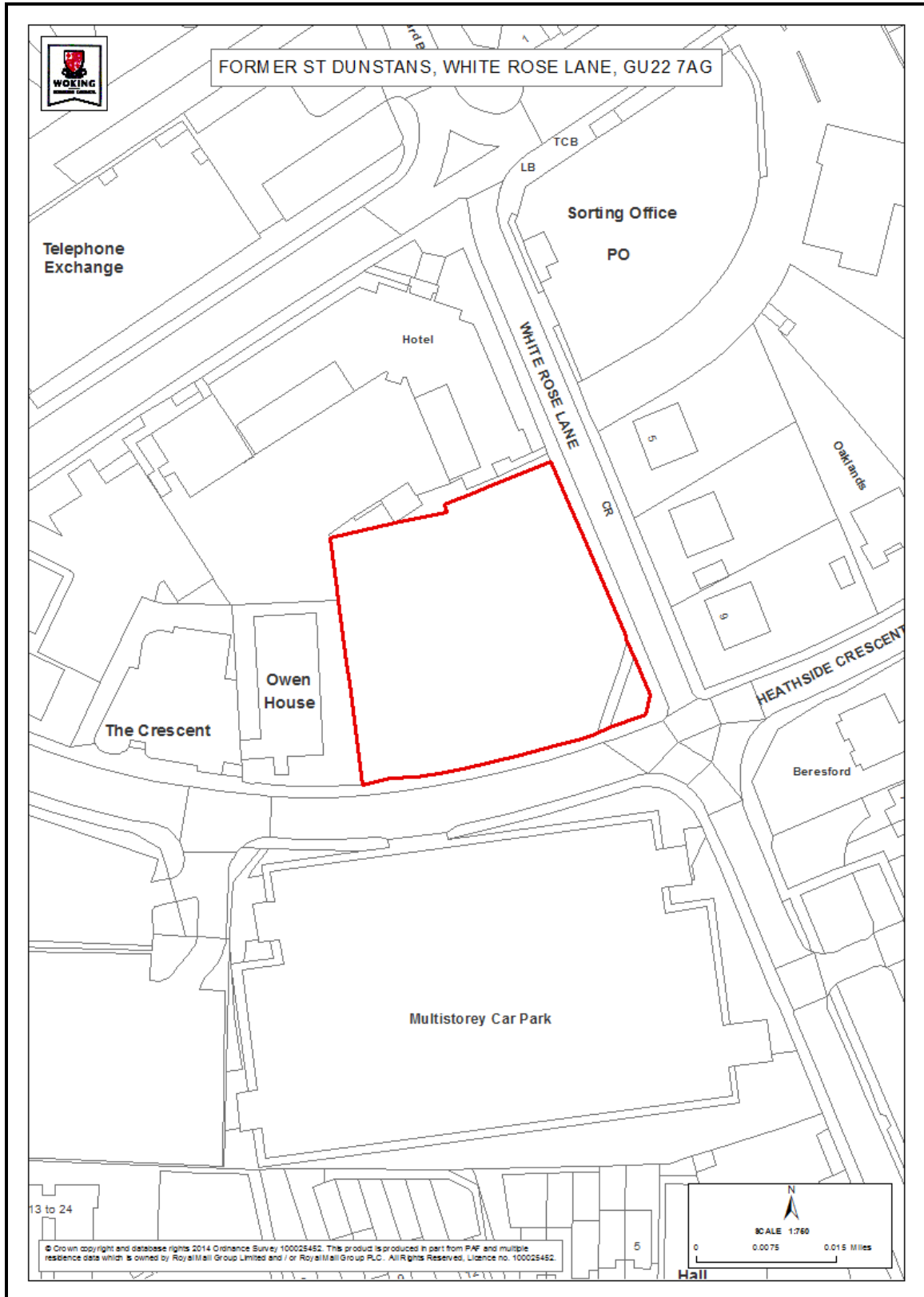
- It is expected that the site would come forward for development during the Plan period, subject to the operational requirements of the landowner;
- The land owner, Surrey County Council, has been contacted.

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: UA37

Site address: Former St Dunstons, White Rose Lane, Woking, GU22 7AG





Policy UA37: Former St Dunstons, White Rose Lane, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA38 and UA39);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and the design of the development will need to provide an intelligent response to the predominantly low-rise adjacent properties on White Rose Lane;
- The development should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- The development should make improvements to the quality of the public realm;
- 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;

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the site;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- This site is not considered a gateway into the Town Centre and this has been supported by the Inspectors Report from PLAN/2009/0934, which is a material consideration in the determination of future planning application;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: The site is located within Woking Town Centre. It had outline planning permission for 91 flats, 161 sqm of A1 retail floorspace, amenity space and basement car parking under planning reference PLAN/2012/0063. This is to take the form of a 7-11 storey building. The site also has planning permission for 107 flats with 402 sqm of flexible A1, A3 and D2 use plus basement car parking (PLAN/2016/1064).

The site is within a short walk of Woking Railway Station and has excellent accessibility to local services and facilities.

The site is at the junction of White Rose Lane and Heathside Crescent and is roughly rectangular in shape. The residential properties along White Rose Lane are two storeys in height and reflect a more suburban character, despite their close proximity to Woking Town Centre. Any proposed development on the site must provide take the local as well as Town Centre context into account in the design of the scheme. The hotel to the north of the site is three to four storeys in height and any development of the site should take the height of this building into consideration and achieve the required separation distances as set out in the Outlook, Amenity, Privacy and Daylight SPD.

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 adjacent residential properties as well as improve the active frontage along Heathside Crescent and White Rose Lane.

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.

Based on the existing planning permission, it is anticipated that the site could yield 107 dwellings and 402 sqm retail floorspace.

Delivery arrangements:

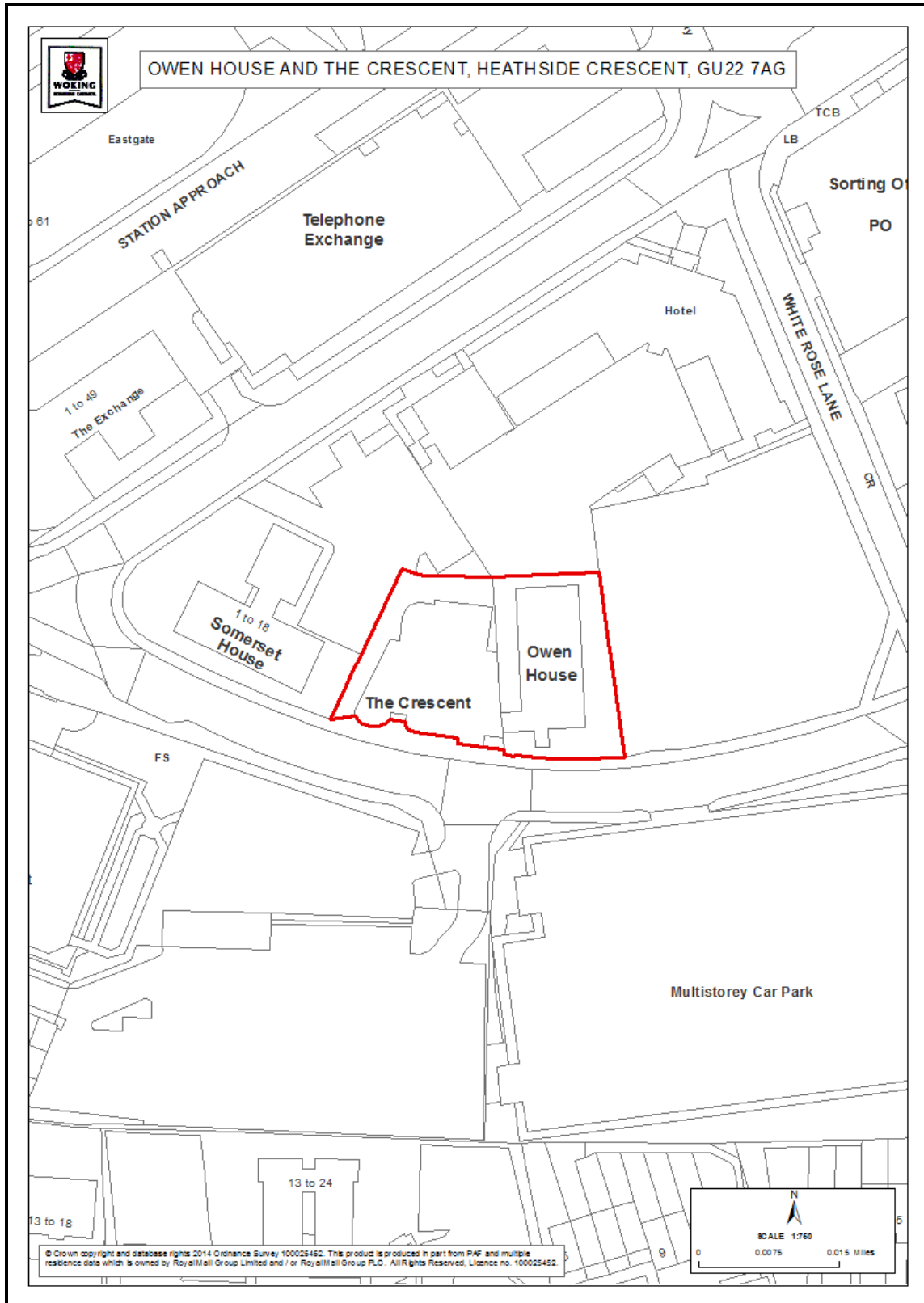
- It is expected that the site would come forward for development during the Plan period;
- The land owner has been contacted;
- The land is in single ownership and is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHM008);
- Core Strategy examination note WBC17A;
- Planning Applications PLAN/2009/0934, PLAN/2011/0371, PLAN/2012/0063, PLAN/2016/1064 and PLAN/2017/0644;
- 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: UA38

Site address: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG





Policy UA38: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG

This 0.1 ha site is allocated for a mixed use redevelopment to comprise of offices and residential, including Affordable Housing.

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA37 and UA39);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Particular care required in terms of with building heights - building heights should consider the local and wider Town Centre context whilst ensuring there are no

adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- A development scheme should consider local and long distance views of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and this should be reflected in the design of the building;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Suitable levels of private amenity space should be provided for residential units;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be

achieved;

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: This 0.1ha site is located within Woking Town Centre. It is currently made up of a two storey office (B1a) premises (Owen House – the Labour Club) and a two storey supported residential flatted development (The Crescent) on Heathside Crescent.

The site was previously considered suitable for a mixed use scheme including the site known as White Rose Court. The latter has recently been redeveloped into a hotel (C1) and therefore only Owen House and The Crescent are considered developable and deliverable.

The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large 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.

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.

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.

It is anticipated that the site could yield at least 20 dwellings and the re-provision of the existing office floorspace. This indicative residential capacity of the site (as part of a wider site area) has been subject to scrutiny at an Examination and supported to be achievable.

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.

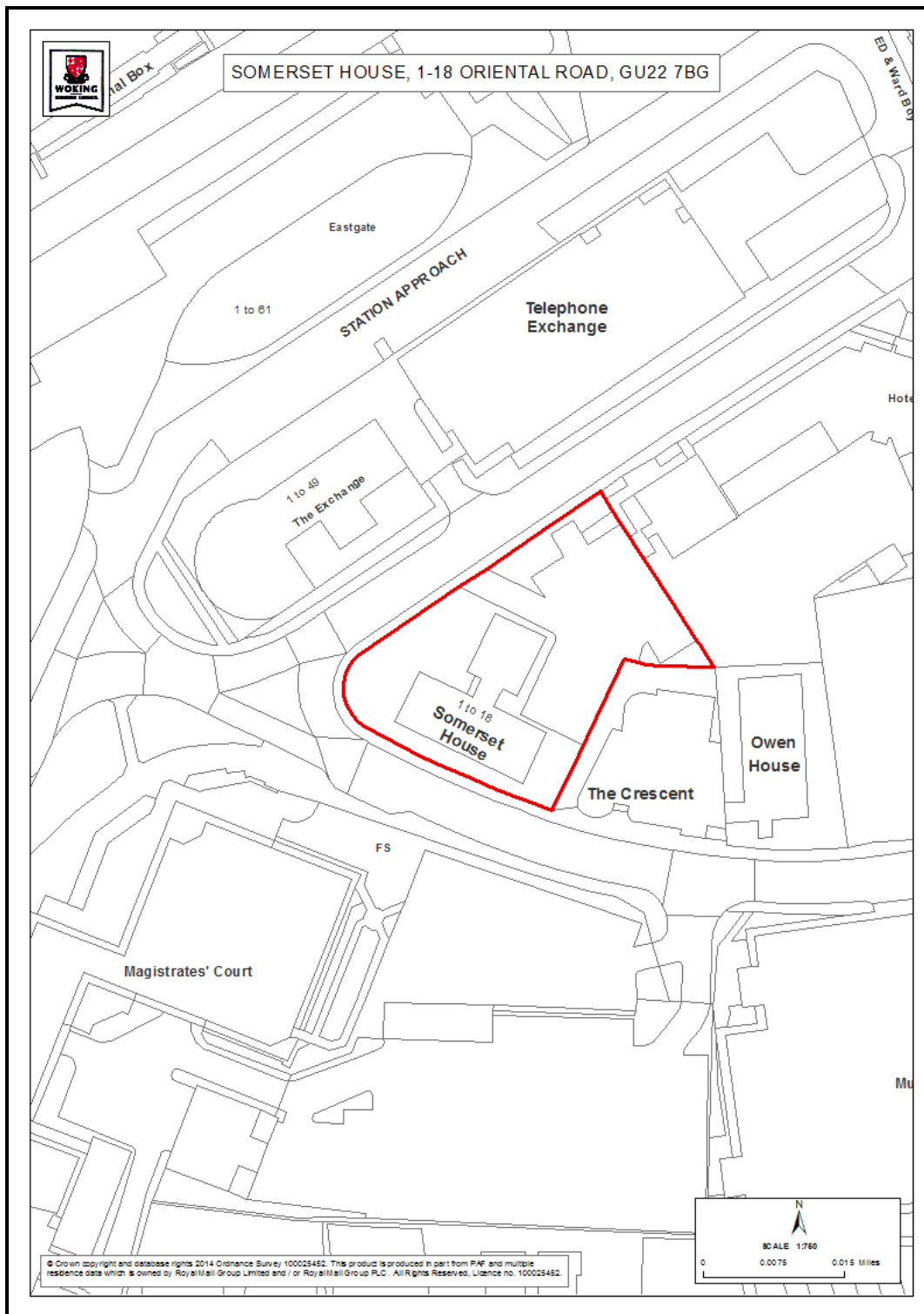
Key evidence base:

- 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: UA39

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





Policy UA39: Somerset House, Heathside Crescent, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA37 and UA38);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of this prominent site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add

interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site is located on a prominent corner within the Town Centre. Any development on this site would need to be of exceptional design and enhance the townscape character;
- A development scheme should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved provision for cycling infrastructure;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development should carefully consider the topography of the site and its height in

relation to the local and wider context;

- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

Reasoned justification: 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.

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.

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.

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.

It is anticipated that the site could yield at least 10 net additional dwellings and office floorspace.

Delivery arrangements:

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

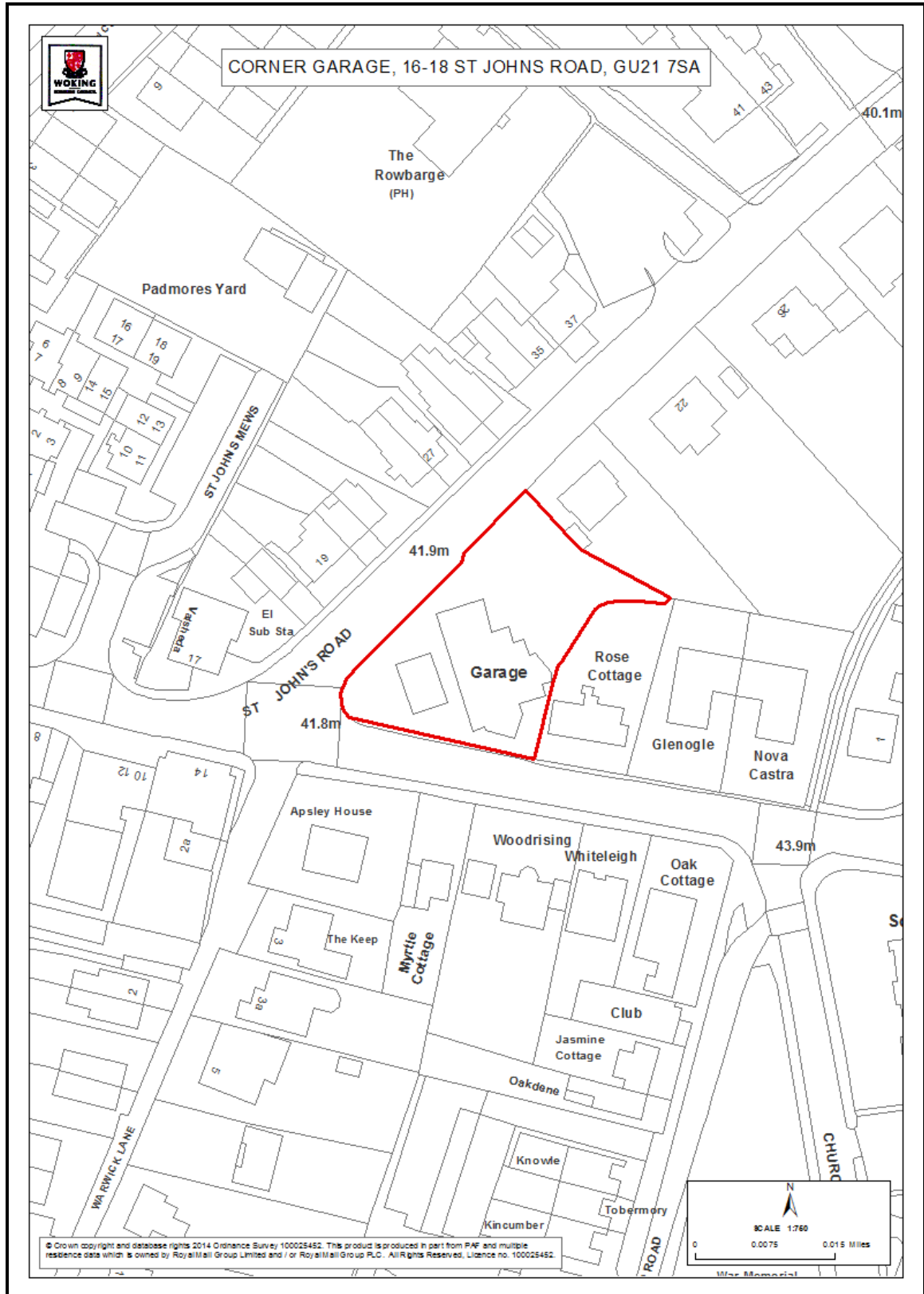
Key evidence base:

- 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: UA40

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





Policy UA40: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Development must carefully consider the St Johns Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- Loss of buildings within the Conservation Area would need to be justified although the building is not considered to contribute to character or appearance of conservation area;
- Potential to provide a three storey flatted development at junction of site lowering to two storeys to provide transition with adjacent residential properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of

planning application for the development of the site;

- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be necessary;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

Reasoned justification: 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.

This site is located within the St John's Local Centre and St Johns Conservation Area. It is very accessible to key local services (schools, GP surgeries and to Woking Town Centre).

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 Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:

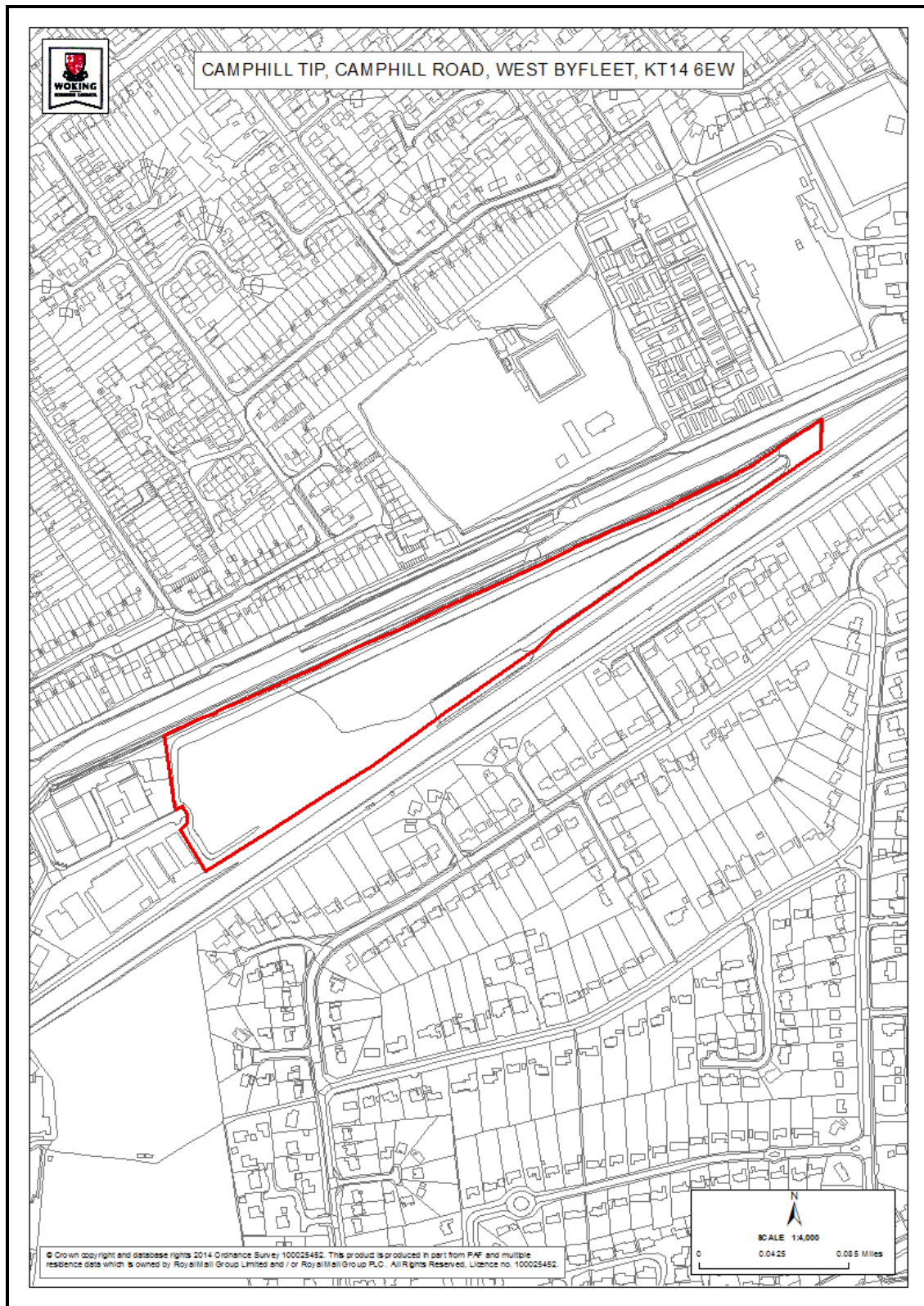
- It is expected that the site would come forward for development during the Plan period.

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: UA41

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





Policy UA41: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW

This 4.82 ha site is allocated for industrial use.

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

- Community Infrastructure Levy towards infrastructure provision;
- 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. Highway improvements would need to be carried out along Camphill Road to mitigate any adverse impacts on traffic volume and road safety;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- The site provides an opportunity for an employment use that would complement the existing businesses within the Camphill Industrial Estate;
- The height and width vehicle restrictions on Camphill Road need to be considered for future uses of the site;
- The development should have a positive environmental impact on the adjacent Old Rive Ditch and Basingstoke Canal;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development greenfield runoff rate, due to

the existing surface water flooding incidents recorded within the area;

- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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;
- A Flood Risk Assessment will be required in accordance with Policy CS9 of the Core Strategy due to the principle aquifer within the site boundary as well as the site being within a high risk groundwater vulnerability zone;
- The proposed development should pay due regard to the size, scale and massing of adjacent employment buildings in its design;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Due to the proximity to the Rive Ditch and Basingstoke Canal, the development would need to consider the impacts on water contamination during and post construction;
- The site will require substantial levelling to bring the ground level to an accessible and developable height and gradient;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- The proposed development should avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, lights or other releases.

Reasoned justification: 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.

Due to the previous use of the site, there are likely to be significant contamination issues. 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.

It is anticipated that the site could yield at least 10,000 sqm net/gross industrial floorspace (B2).

Delivery arrangements:

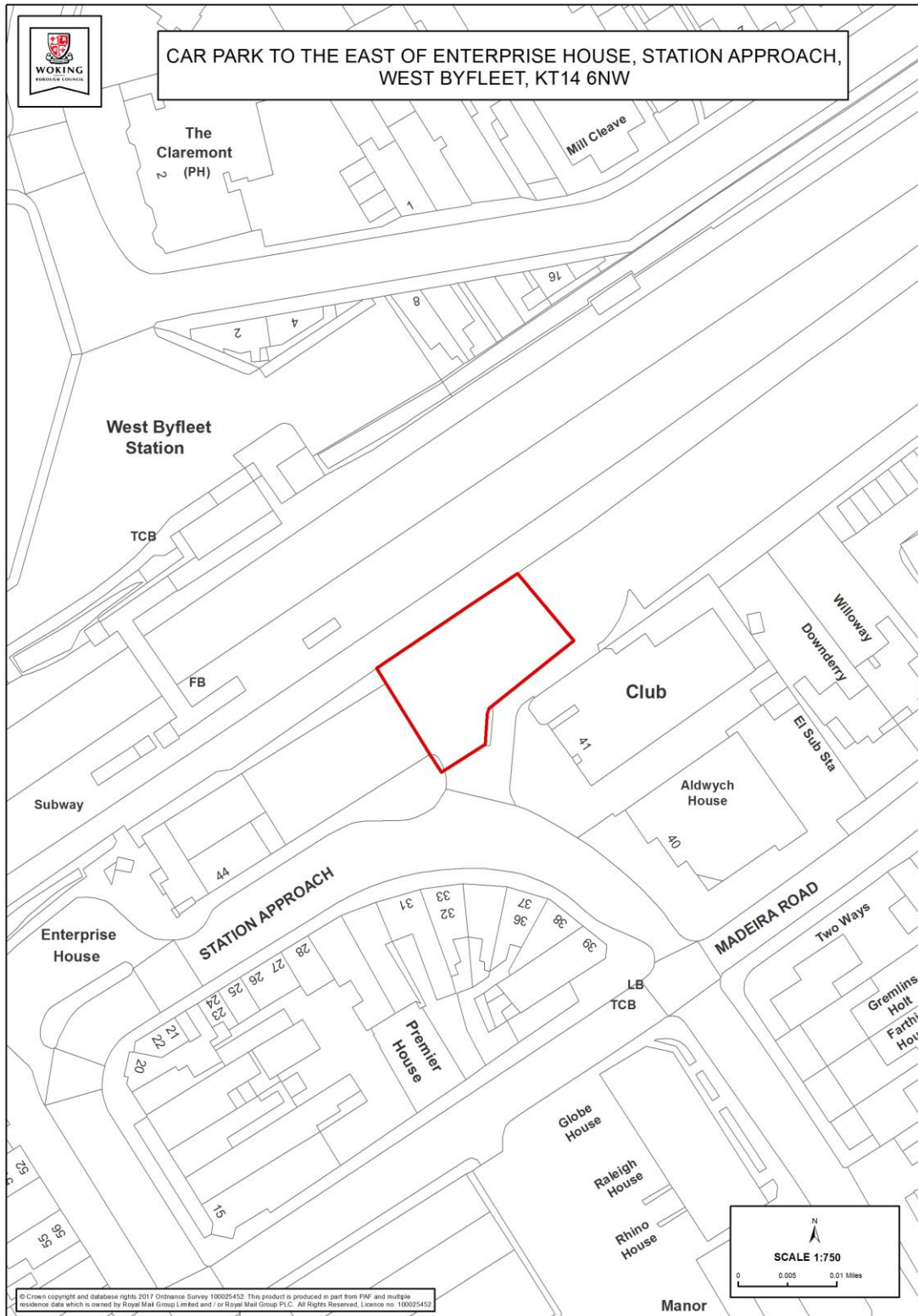
- It is expected that the site would come forward for development during the Plan period.

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: UA42

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





Policy UA42: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Servicing areas should be accommodated within the site;

- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- The site is adjacent to two Conservation Areas as well as locally listed buildings. Development must ensure there is no significant adverse impacts on these heritage assets;
- Building heights should respect the character of the Station Approach and Rosemount Parade Conservation Areas as well as the wider character of West Byfleet;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be provided on the ground floor;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site.

Reasoned justification: 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.

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.

Planning permission was granted subject to a legal agreement for 12 flats above retail units and this development has commenced.

It is anticipated that the site could yield 12 dwellings and 181 sqm retail floorspace.

Delivery arrangements:

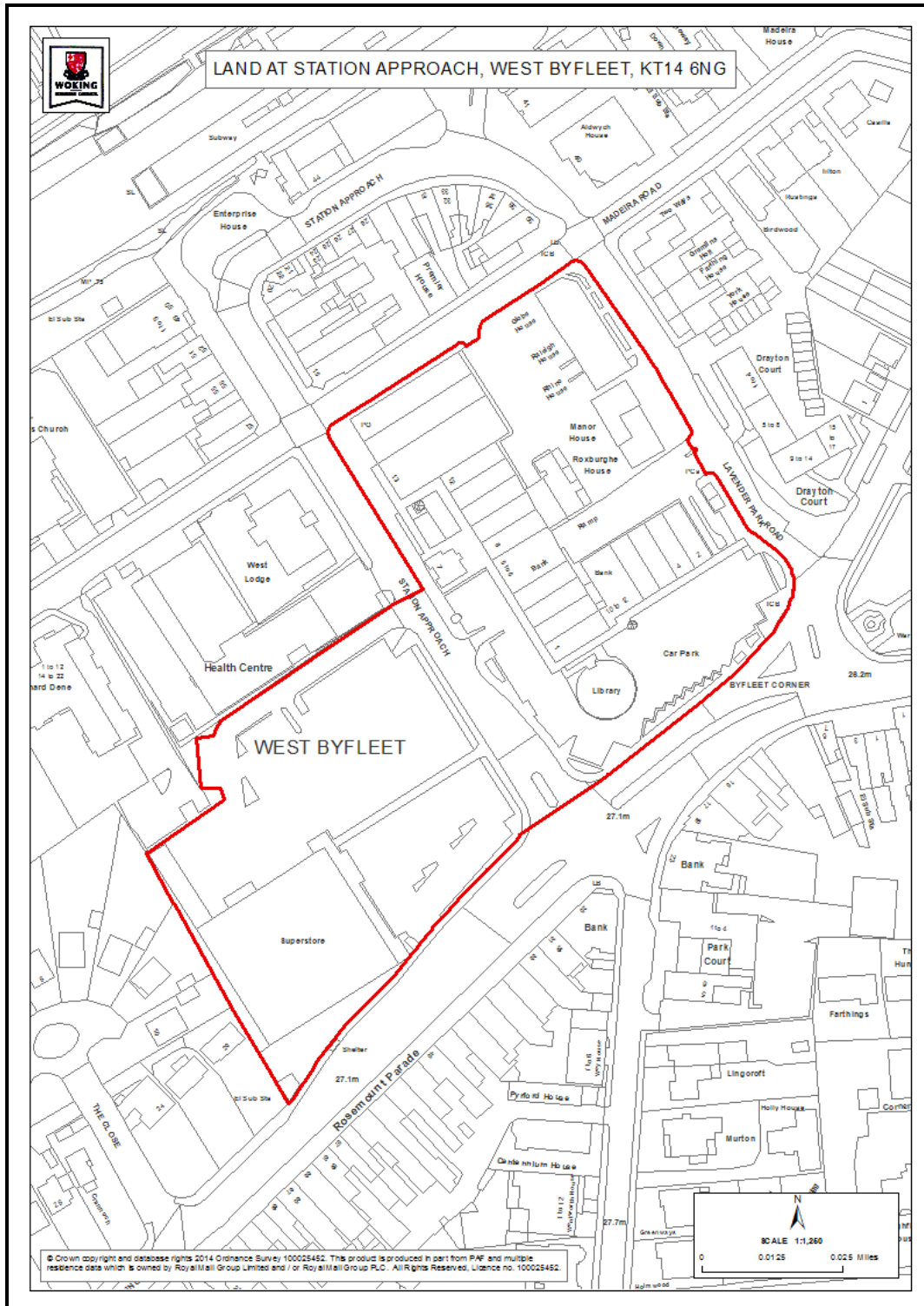
- It is expected that the site would come forward for development during the Plan period;
- The land is available for development.

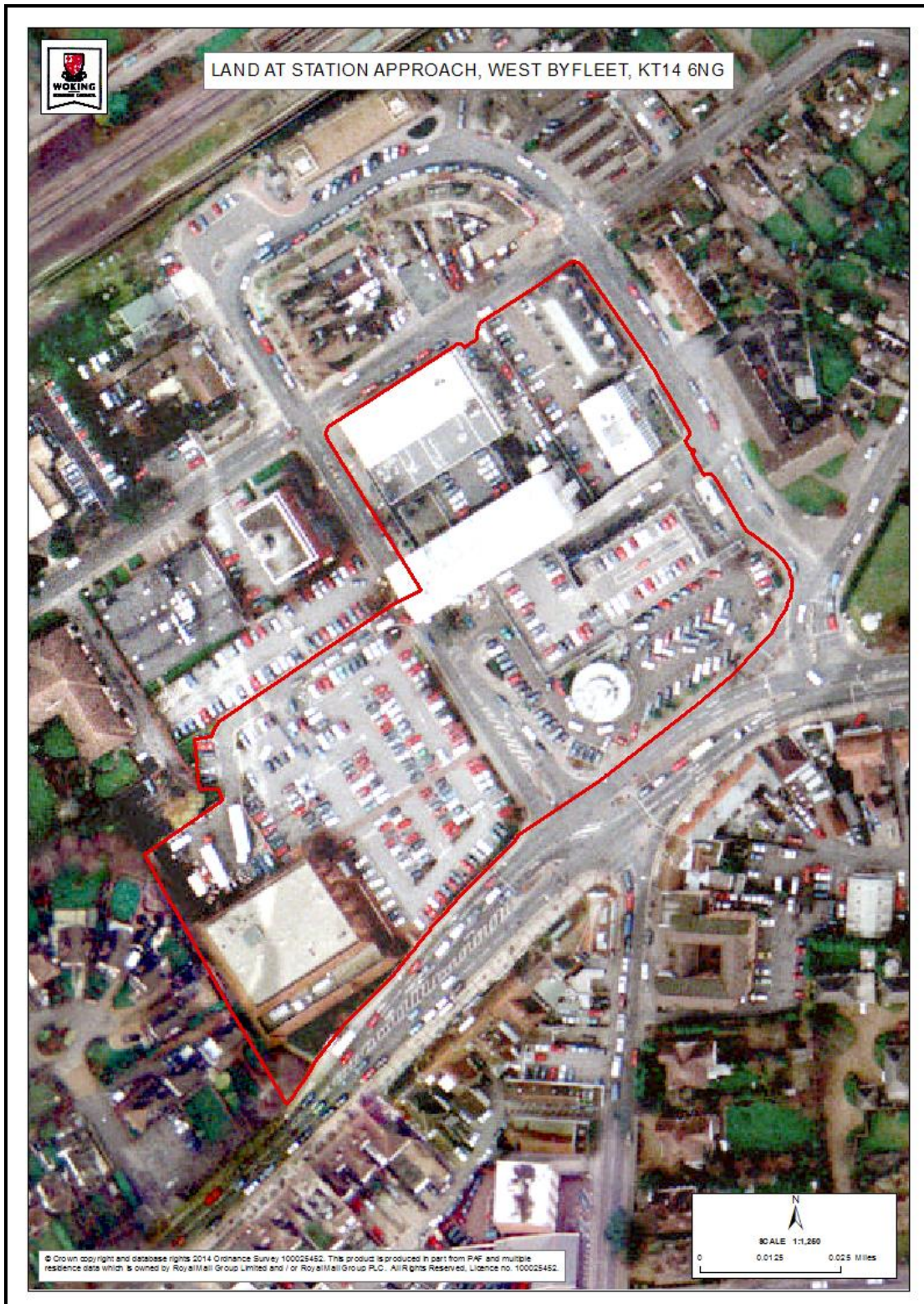
Key evidence base:

- 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;
- Planning permission PLAN/2011/0945, PLAN/2007/0028 and PLAN/2006/0041.

Proposal reference: UA43

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







Policy UA43: Land at Station Approach, West Byfleet, KT14 6NG

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.

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Existing office floorspace to be re-provided within any redevelopment scheme;
- New supermarket store to be provided within any redevelopment scheme;
- Retain or provide new library within any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- A comprehensive redevelopment of the site would maximise the opportunities to enhance the centre of West Byfleet;
- Density of development should maximise the efficient use of this prominent site

without compromising the general character of the area;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the site;
- Due to the built up nature of the site and surrounding area surface water flooding should be mitigated in the design of the development;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff.
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- 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;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development should meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;

- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;
- Development must carefully consider the adjacent Statutory and Locally Listed Buildings and Conservation Areas (Station Approach and Rosemount Parade Conservation Area), to ensure there is no significant adverse impacts on the heritage assets;
- Suitable levels of private amenity space should be provided for residential units;
- The site has the opportunity to improve pedestrian connectivity within West Byfleet and better connect the greenspaces in the district centre;
- Building heights should respect the character of the immediate area as well as the wider character of West Byfleet;
- New development should include street trees and planting to maintain the area's strong green character;
- The development should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: 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.

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.

There is an outline planning permission for a comprehensive mixed used redevelopment of the Sheer House portion of the site (PLAN/2017/0128).

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.

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.

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.

Mixed use development would be suitable for this site due to its central location within the District Centre.

It is anticipated that the site could yield at least 91 net additional dwellings, additional community and retail floorspace, and office floorspace.

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.

Roxburghe House on Lavender Park Road has Prior Approval for the Change of Use from offices to residential units (PLAN/2014/0544 and PLAN/2015/0869) as well as a residential extension to the roof to form five new flats (PLAN/2016/0045).

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).

Delivery arrangements:

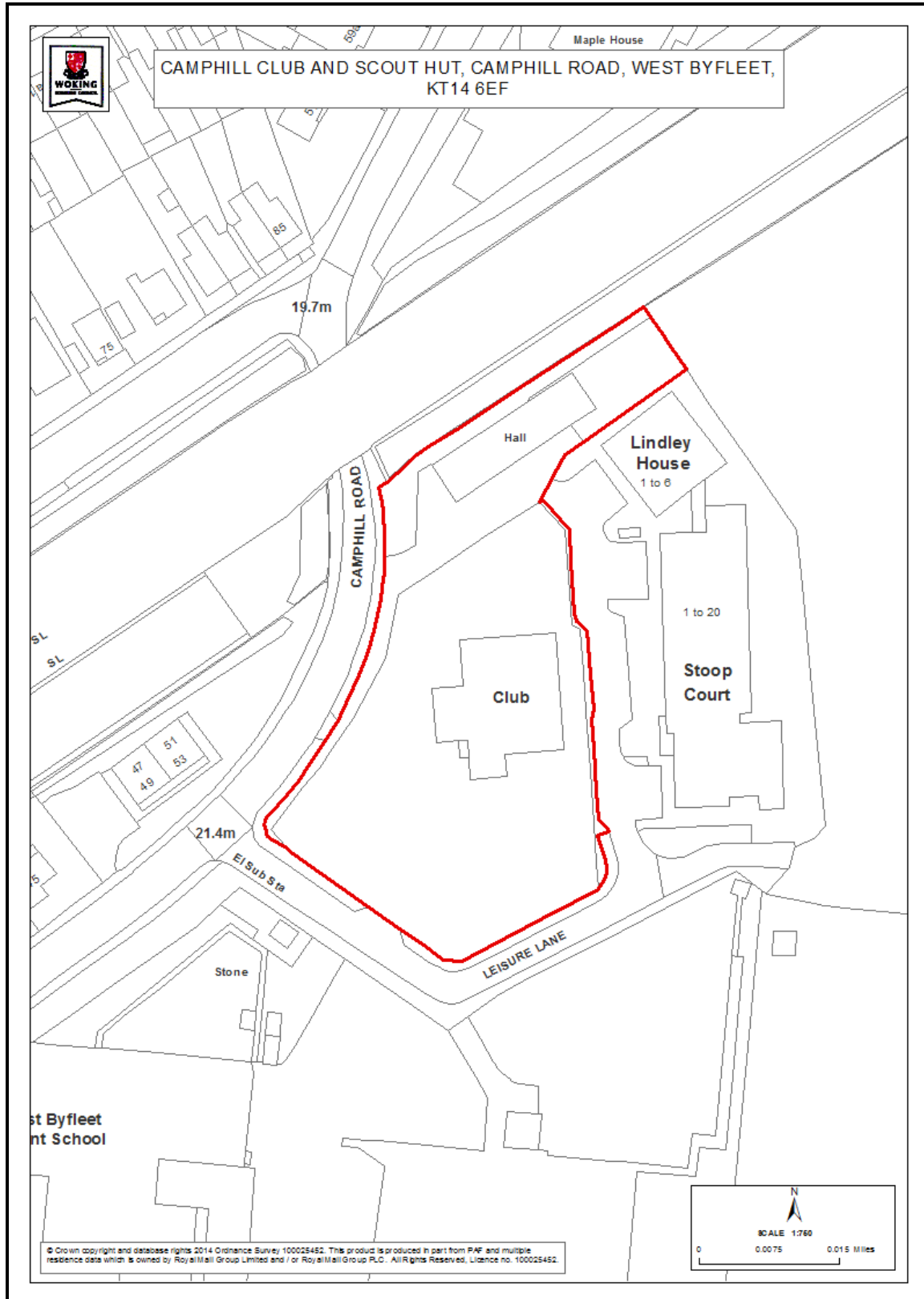
- It is expected that the site would come forward for development during the Plan period;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Two phase approach anticipated.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAABWB022, SHLAABWB026 and SHLAABWB027);
- 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;
- Town, District and Local Centres Study;
- 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: UA44

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





Policy UA44: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF

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

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

- Re-provision of the existing community facilities on site as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the site's sustainable location and will not compromise on highway safety;
- Minor highway improvements may be required at the junction of the site with

Camphill Road;

- An effective access arrangement to ensure highway safety;
- The development should retain any trees of amenity value and protected trees (Tree Preservation Order);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- The development should retain any trees of amenity value;
- The development design should have regard to the existing public right of way along the southern boundary of the site;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: This site is located on Camphill Road, south of the railway line and to the west of West Byfleet allotments.

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.

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.

The site is served by public transport and is within walking and cycling distance of West Byfleet District Centre.

It is anticipated that the site could yield at least 28 dwellings with community floorspace.

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.

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: UA45

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





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

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

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

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

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

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

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

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

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

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

The site is considered to be available for redevelopment.

Delivery arrangements:

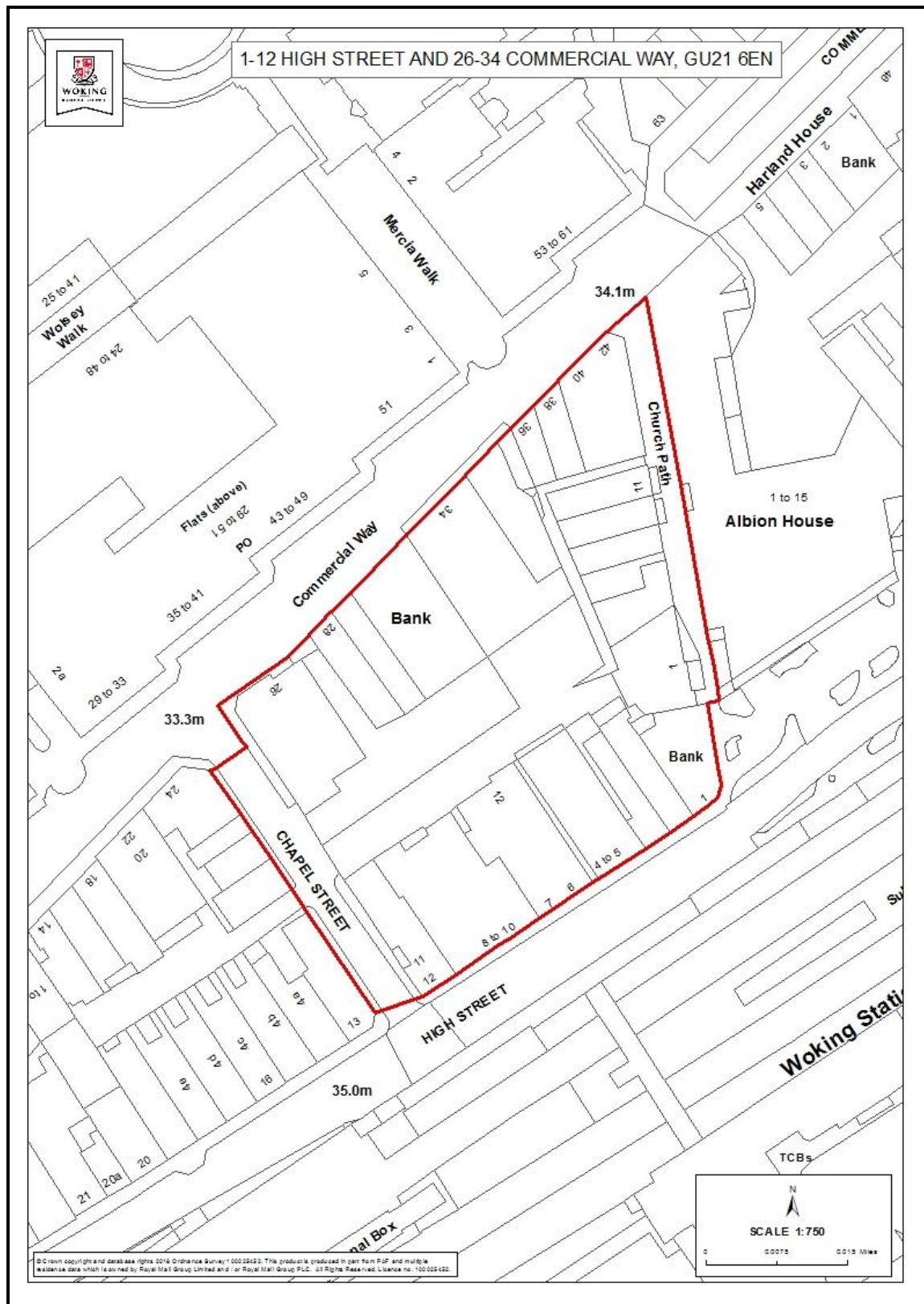
- It is expected that the site would come forward for development during the Plan period;
- The land owner has confirmed that the site is available for development.

Key evidence base:

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

Proposal reference: UA46

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





Policy UA46: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN

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

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA6 and UA8);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA20);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- 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;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should consider local and long distance views of the development;
- Development should protect and enhance the character of the Town Centre Conservation Area;
- Development should protect and enhance the setting of the listed signal box and buildings and have regard to Woking Town Centre Conservation Area;
- Development should have regard to the locally listed buildings within the site area;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation and remediation required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.

Reasoned justification: The site is in a suitable location for a mixed use development which would provide an opportunity for regeneration of this High Street site.

The site is in the Town Centre Conservation Area and any redevelopment must respect the character and appearance of the conservation area. A Grade II Listed signal box is located adjacent to the railway and any development must not harm the setting of the Listed Building. Any redevelopment should also have regard to the locally listed buildings within the site area (40 – 42 Chertsey Road and 1 – 3 High Street).

The site provides 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.

It is important that the development complements that of other Woking High Street 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.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre.

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 at an Examination and supported to be achievable.

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.

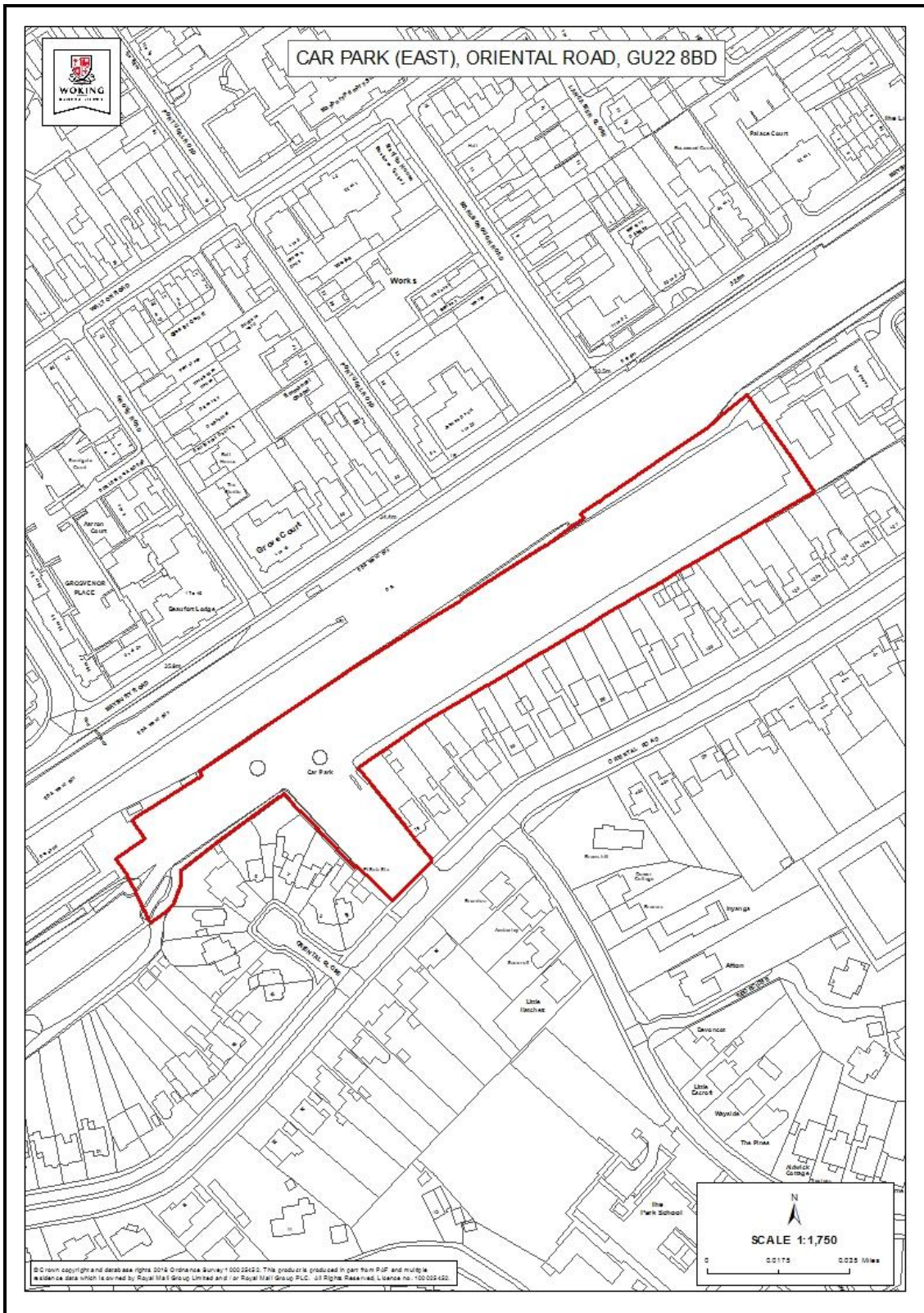
Key evidence base:

- 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

Proposal reference: UA47

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







Policy UA47: Car Park (East), Oriental Road, Woking, GU22 8BD

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, 40% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context, including adjacent residential properties, whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Design should also have regard to the site's relationship with low-rise existing properties to the south and with overall townscape, in terms of building heights;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Design of development to have regard to the Town Centre Conservation Area and its setting to the north west of the site, beyond the railway line;
- Design to have regard to adjacent mature trees;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, such as opportunities for green roofs/wall or roof gardens;
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the south and east;
- Respect the amenity of neighbouring properties to the south and east
- Noise screening measures should be implemented in areas bordering the railway line
- 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;
- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Potential to maximise opportunities for renewable energy by connecting to the Combined Heat and Power network (subject to physical barriers such as the railway line);
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Provision of alternative car parking to serve the railway station - 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 to be considered;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Regard to be given to the operational requirements of the adjacent land;
- Depth of site may limit residential development potential;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency's risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates 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.

Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to policy CS10 of the Core Strategy.

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.

Currently used as a surface car park for the railway station, and is owned by Network Rail. The site is bounded to the north by the railway line, and to the south by low-rise family dwellings.

Redevelopment of this site would represent efficient use of previously development 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.

It is anticipated that the site could yield at least 250 dwellings and open space. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

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.

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 Strategy (draft)
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy

Section B – Development and infrastructure sites to be taken out of 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. 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.

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 between the urban area and 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 GB13) 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. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of this part of the site for development of the pitches will take effect from the date of adoption of the DPD.

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 an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing for the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the housing requirement and there is no indication that the shortfall could be met by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.

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.

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 an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing for the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the housing requirement and there is no indication that the shortfall could be met by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of

the NPPF.

The release of part of this land for a school has been supported. Planning permission has been granted for a part of the land to provide a secondary school. Development is near completion and it is expected to be complete and opened for school in September 2018.

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 an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

It is expected that the release of the land for residential development will be between 2022 and 2027. The exact timing of the release of the land during this period will be informed by a full assessment of the overall housing provision since 2010 against the Core Strategy's housing requirement. The land will only be released for residential development if there is evidence of significant under provision against the requirement and there is no indication that the shortfall could be met within the plan period by development on previously developed land within the urban area. Development that is in principle appropriate within the Green Belt will be acceptable on this allocated site, provided the land would be available for development for the allocated use(s) from 2022 onwards or whenever it is required by the Council for its intended use. Any application will be determined in accordance with the Green Belt policy of the Core Strategy and the requirements of the NPPF.

Land at Broadoaks, Parvis Road, West Byfleet (Proposal Site GB14) is released from the Green Belt and allocated for a mixed use development to include quality offices and research premises, residential including Affordable Housing and educational facilities. The provision of accommodation to meet the needs of the elderly can be part of the mix of dwellings. If a case can be justified, the development of the site can come forward from adoption of the Site Allocations DPD.

Safeguarded Sites

Land at:

- Land south of Parvis Road and High Road, Byfleet (Proposal Site GB4)
- South to the south of Rectory Lane, Byfleet (Proposal Site GB5)
- Woking Garden Centre, Egley Road, Mayford (Proposal Site GB8)
- Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford (Proposal Site GB9)
- Land to the north west of Saunders Lane, Mayford (Proposal Site GB10)
- Rear of 79 – 95 Lovelace Drive, Teggs Lane, Pyrford (Proposal Site GB11)

are released from the Green Belt and safeguarded to meet long term development needs of the Borough between 2027 and 2040. Until the land is released for the development, any development on any of the sites will only be acceptable in principle where:

- it would not prejudice the future development of the sites; and

- the development is an acceptable development in the Green Belt in accordance with Policy CS6: Green Belt of the Core Strategy.

The safeguarded sites are not allocated for development during this plan period (2010-2027). They are safeguarded to meet future development needs and to prevent their future development being compromised. Consequently, it is not expected that they will be released for development before 2027. In any case, the safeguarded sites will only be released for development through the review of either the Core Strategy and/or the Site Allocations DPD.

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.

Land surrounding West Hall, Parvis Road (Proposal Site GB13) is allocated for 15 Traveller pitches up to 2027. The release of this part of the site for the development of Traveller pitches will take effect from the date of adoption of the Site Allocations DPD.

In accordance with the sequential approach set out in the Council's Green Belt boundary review report, permission in principle will be granted for the permanent use of the following sites for the specified number of pitches. Full planning permission will be required to approve details of any proposal that will come forward. The sites will continue to be washed over by the Green Belt.

- Land to the south of Murrays Lane – 4 temporary pitches;
- Stable Yard, Guildford Road – 1 temporary pitch; and
- Land south of Gabriel Cottage, Blanchards Hill – 1 temporary pitch.

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).

A new defensible boundary of the Green Belt has been drawn to reflect the above proposal at Five Acres. This is illustrated in the site boundaries map shown in Appendix 2. The Proposals Map will be amended to include the new definition of the Green Belt boundary (the existing Proposals Map is available at <http://www.woking2027.info/map>)

Any planning application for an allocated or safeguarded site or elsewhere in the Green Belt that does not comply with the requirements of the Site Allocations DPD will be refused.

All land allocated or safeguarded for release from the Green Belt will be removed from the Green Belt upon adoption of the Site Allocations DPD. Nevertheless the sites will continue to be subject to Green Belt policy until their release for development in line with Policy SA1, the overall policy framework for land released from the Green Belt for development.

Reasoned justification 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 GB13) that have been identified to be released from the Green Belt to meet market and Affordable Housing need between 2022 and 2027 and the accommodation needs of Travellers (GB2 and GB13) from the

adoption of the DPD to 2027. These sites are expected to make provision for the delivery of at least 550 new dwellings and 27 pitches. The timing for the release of the sites for development has been examined at an Independent Examination and supported by the Inspector of the Secretary of State and as such, as a general principle, the Council will resist the release of the sites for development prior to 2022. It will also resist any development that will compromise its delivery for future housing provision. 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.

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 GB13) are identified to enable the provision of 21 pitches in this period. In addition, permission in principle will be granted for the permanent use of the Borough's three temporary Traveller sites at Murrays Lane, land south of Gabriel's Cottage (Blanchards Hill) and Stable Yard (Guildford Road). 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. The Council will be working in partnership with the Gypsy community and other stakeholders to ensure the sustainable delivery of the pitches, in particular, to facilitate an effective integration of the Travellers 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 27 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.

The opportunity to provide a transit site for Travellers is allocated at Land at Five Acres, Brookwood Lye Road, Brookwood (Proposal Site GB2).

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 now has a planning approval to deliver a secondary school and a leisure centre. The development has now commenced and is expected to be completed by May 2018.

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 as identified above to meet future development needs between 2027 and 2040. This is in accordance with guidance given in the National Planning Policy Framework (NPPF) and as a matter of good planning practice. The sites are not allocated for development during this plan period. They are safeguarded to ensure that their future development is not compromised. It is not expected that these sites will be released for development before 2027. Any application for their development will be strongly resisted unless it can be justified as an acceptable use in the Green Belt in line with the requirements of Policy CS6 of the Core Strategy. In any case, the release of any of the safeguarded sites for development will have to be done through the review of the Core Strategy

and/or the Site Allocations DPD. The Council's approach of looking ahead into the future beyond the period of the Core Strategy is necessary to ensure that there is a permanent and enduring defensible boundary of the Green Belt. This is also consistent with national planning policy.

Broadoaks (Proposal Site GB14) is identified in the Core Strategy as a Major Developed Site in the Green Belt to deliver quality office and/or research premises. In accordance with the Core Strategy, the Council has also been open to the consideration of alternative proposals that contribute quantitatively and qualitatively to the employment objectives of the Borough. The Core Strategy requests the Council to keep the site under review when preparing the Site Allocations DPD. In line with the recommendations of the Green Belt boundary review report, the site is released from the Green Belt and allocated as an employment-led mixed use site to include quality office and research premises, education facilities, residential and housing to meet the accommodation needs of the elderly. It is anticipated that the flexibility introduced into the acceptable uses on the site will enable it to come forward to deliver much needed housing and at the same time achieve the economic objectives of the Core Strategy. There will be no time restriction on when the site could come forward for development during the plan period, and the Council will work in partnership with a prospective developer to facilitate comprehensive delivery of the whole site. The site has planning permission for a school and residential development that was justified on special circumstances grounds. The planning permission has not yet been implemented. The use of any part of the land for educational facilities will have to be justified by need. There is a resolution to grant planning permission for residential development, including Affordable Housing and specialist accommodation (C2 use class) and a new office subject to Secretary of State call in and a Section 106 Agreement being agreed.

A Sustainability Appraisal of the sites has been carried out to inform their key requirement and the most appropriate timing for individual sites to be programmed.

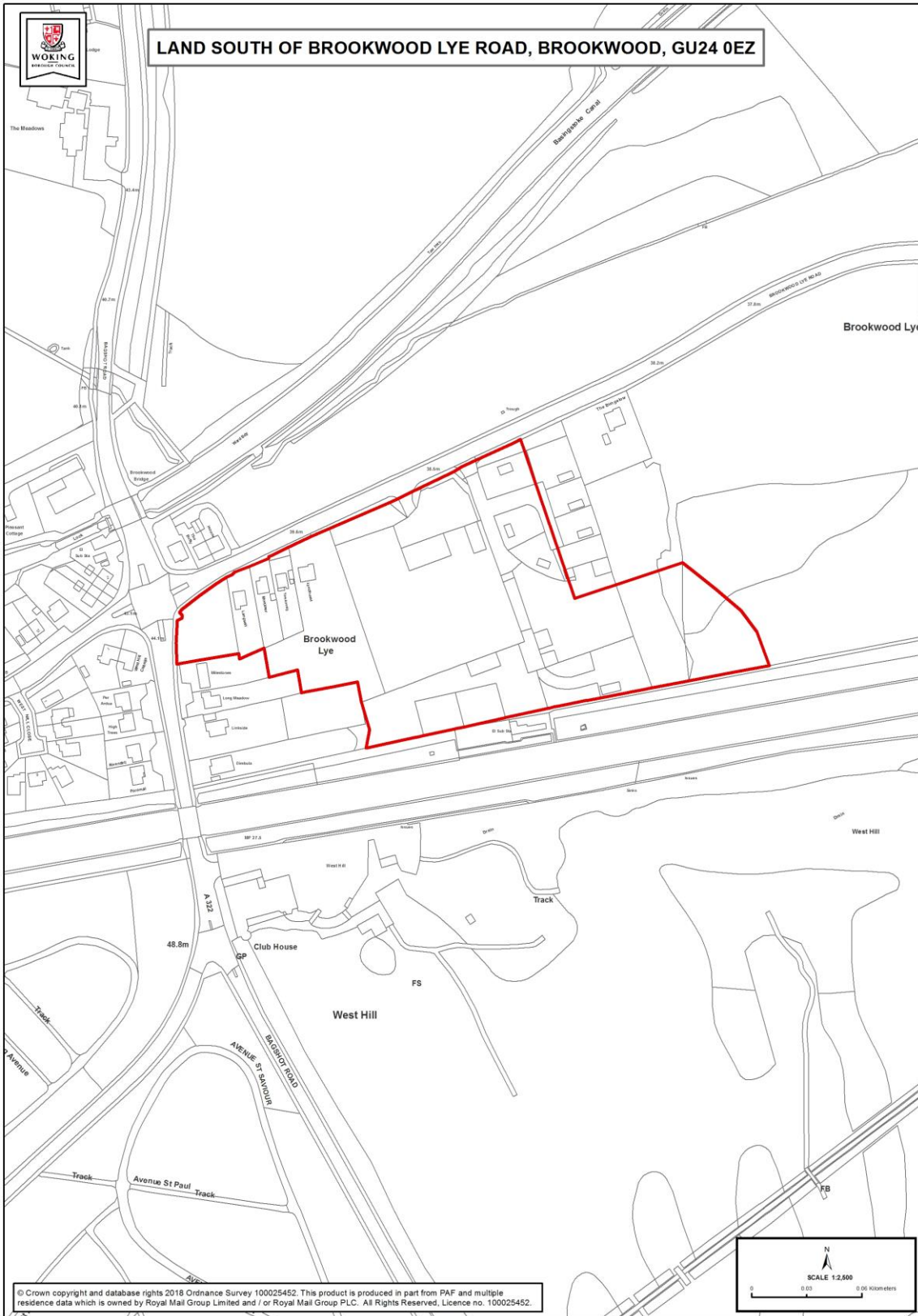
The proposed changes will lead to changes to the Green Belt boundary. A new defensible boundary has been drawn to reflect that. This is reflected in the maps in **Appendices 2 and 3** and is illustrated on the Updated Proposals Map.

Proposal Sites

Each Green Belt site is discussed in more detail, including an indication of the specific requirements each will be expected to meet, in the context of development plan policy requirements.

Proposal reference: GB1

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







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

This 2.65 ha site is excluded from the Green Belt and allocated for residential including Affordable Housing between 2022 and 2027, in accordance with Policy SA1.

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

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - The development's impacts upon Brookwood Crossroads;
 - The development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
 - Improvement to cycle routes.

In addition:

- Development should respect the local character and adjacent uses;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Affordable Housing provision in accordance with Policy CS12:

Affordable Housing of the Core Strategy, in this case 50% to be provided on site;

- Development to include on-site green infrastructure/open space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is adjacent to Flood Zones 2 and 3. Development proposals will be required to be accompanied by a Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – Flooding and Water Management);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding; therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity, for example a landscape buffer. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance) and retain and enhance any features of nature conservation value on-site;
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
- An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines.

Reasoned justification: This site is accessibly situated on the eastern edge of, but 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 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.

It is anticipated that the site could yield 93 dwellings (calculated at a density of 35 dph). The site has good access to Brookwood Station and local services by foot and by bicycle.

Delivery arrangements:

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

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.

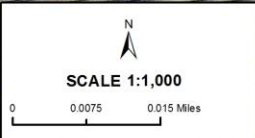
Proposal reference: GB2

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





LAND AT FIVE ACRES, BROOKWOOD LYE ROAD,
BROOKWOOD, GU24 0HD



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

This 0.61 ha site is excluded from the Green Belt and is allocated for 6 additional pitches 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.

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

- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
- The development's impacts upon Brookwood Crossroads;
- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- The development should extend the south side Brookwood Lye Road footway to join to the end of the existing footway near the Brookwood Crossroads traffic lights;
- Improvement to cycle routes.

In addition:

- Development should respect the local character and adjacent uses;
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Contribution towards infrastructure delivery in accordance with any site specific requirements that will be identified during the development management process (or any

potential future review of the CIL charging schedule)

- Development to include on-site green infrastructure/open space/amenity space;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The development is partly within Flood Zones 2 and 3. Proposals will be required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation (Policy CS9 – Flooding and Water Management);
- The site is adjacent to area shown on Environment Agency Risk of Surface Water Flooding Maps as High Risk of flooding; therefore any proposed development must ensure no increase in surface water drainage than greenfield run off rate so not to exacerbate the existing situation. A Flood Risk Assessment would be required;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required;
- Historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery) that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Visual or testing assessment is recommended;
- Design and layout to have regard to preserving the integrity of the adjacent Site of Nature Conservation Importance and retain and enhance any features of nature conservation value on-site;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and - informed by landscape, ecological and tree surveys - appropriate new landscaping, including to buffer against the road and railway lines.

Reasoned justification: This existing Traveller site is situated on the eastern edge of Brookwood village. The site faces Brookwood Lye Road, with the main line railway to the south.

The site has good access to Brookwood Station and local services by foot and by bicycle.

It is anticipated that the site will yield 6 additional Traveller pitches and make provision for a Traveller transit site.

Adjacent land at Coblands Nursery is proposed for release from the Green Belt for development between 2022 and 2027 (see Proposal Site GB1). For this reason the release of this land from the Green Belt from 2016 would not result in an isolated urban site within the Green Belt in the longer-term.

The site will assist in meeting the identified needs of Travellers up to 2027, as well as to provide a Traveller transit site within the Borough.

Delivery arrangements:

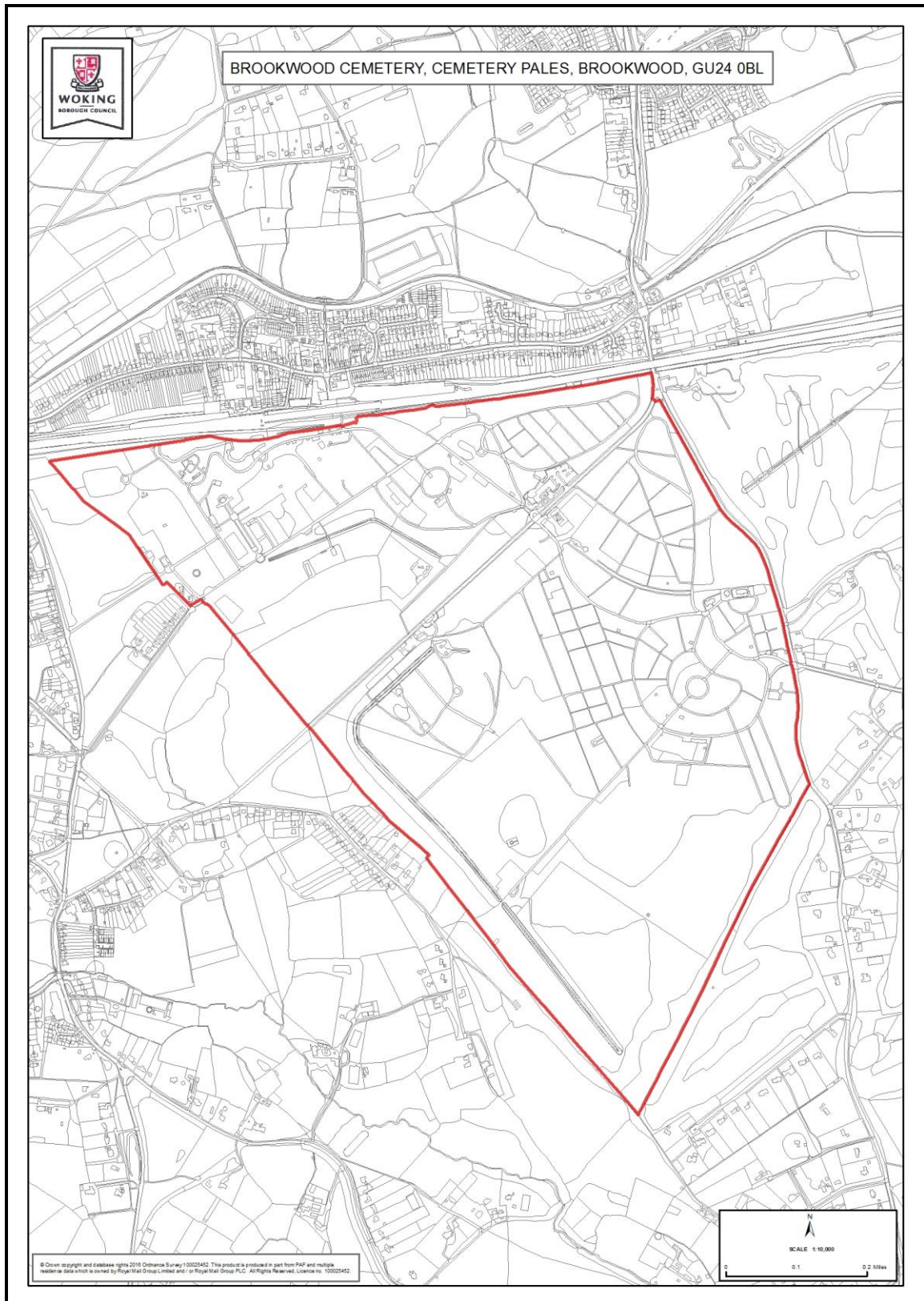
- The land is understood to be in single ownership;
- The site is an existing Traveller site and is available for further development.

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

This 147.12 ha site is allocated for use as 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.

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

- Use of site for infrastructure needs and site layout to pay regard to heritage assets and their setting;
- Retention and enhancement of public rights of way.
- Incorporation of waste facilities to service the site;
- Excessive lighting to be avoided and designed to have regard to impact on landscape and biodiversity;
- Retain and enhance habitats and landscape features which have biodiversity value;
- Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;
- Built structures should not have a negative impact on the purposes and openness of the Green Belt, the landscape setting or the heritage designations of the site;
- English Heritage should be consulted;
- Proposals should seek to protect and or enhance the heritage assets on the site with the aim of removing the site from the 'Heritage at risk' register;
- The southern section of the site is within the Thames Basin Heath Special Protection Area (SPA). Careful consideration should be taken of the impact of development within or adjacent to this area. Natural England should be consulted.

Reasoned justification:

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.

The site is currently on the Heritage at Risk Register and the Council as landowners are working with the relevant organisations to protect and enhance the site. Any works or development on the site will have to pay regard to the various landscape and heritage designations.

Delivery arrangements:

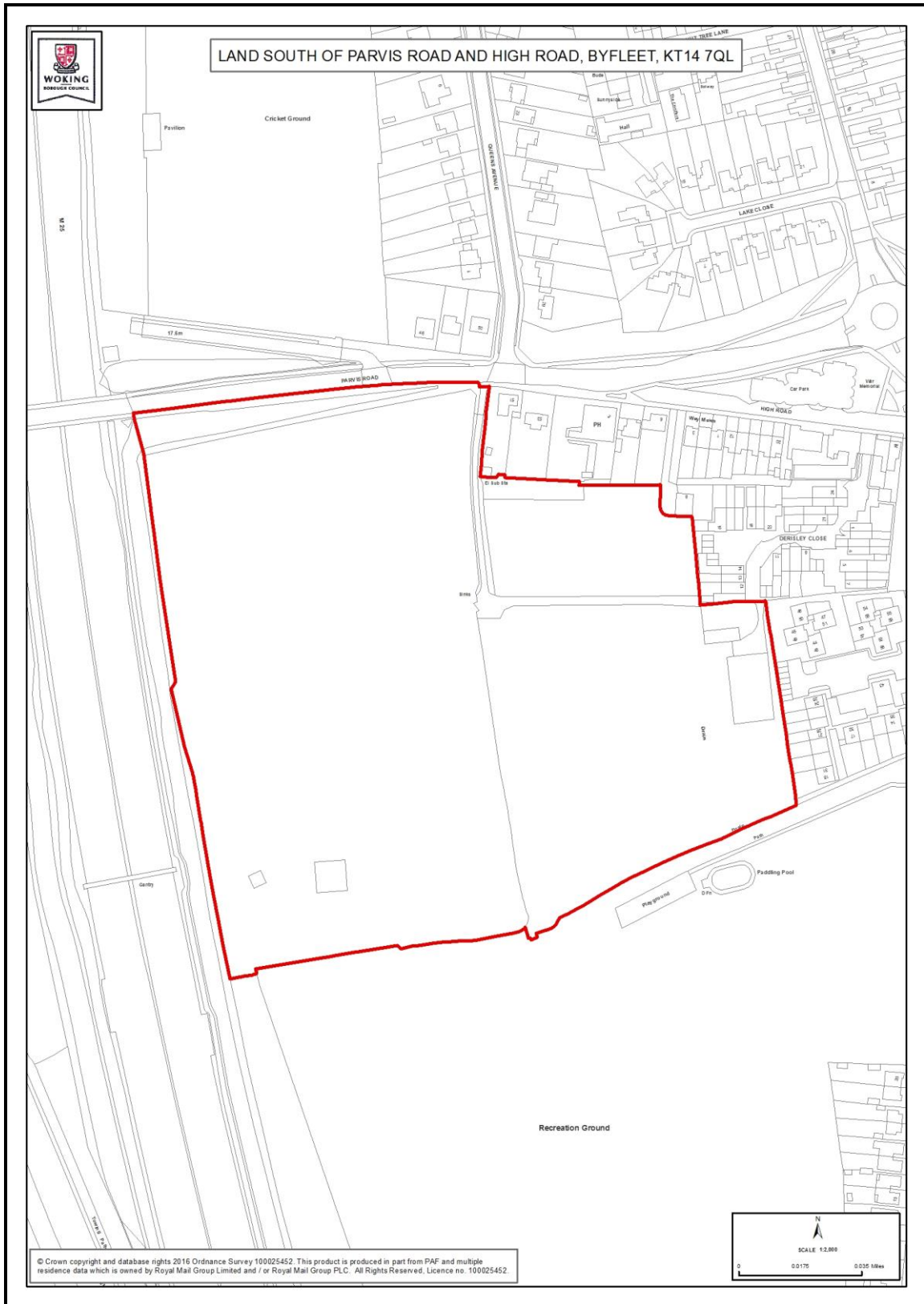
- The site is within single public ownership.

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 between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This 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) finds the site to be suitable for removal from the Green Belt.

Whilst significant constraints affect the western portion of the site, notably substantial electricity infrastructure (pylons) and noise from the M25, the eastern part of the site south of the existing building line is considered suitable for residential development. Use of the remaining land to the west will retain its open nature and assist in buffering Byfleet from the M25.

Together with other land assessed by the GBBR in Parcel 6, this site forms a larger site, which will be comprehensively master-planned to maximise development and environmental quality and deliver against the objectives of the Core Strategy. As a whole the sites provides the opportunity to deliver additional open space and recreation land and new residential.

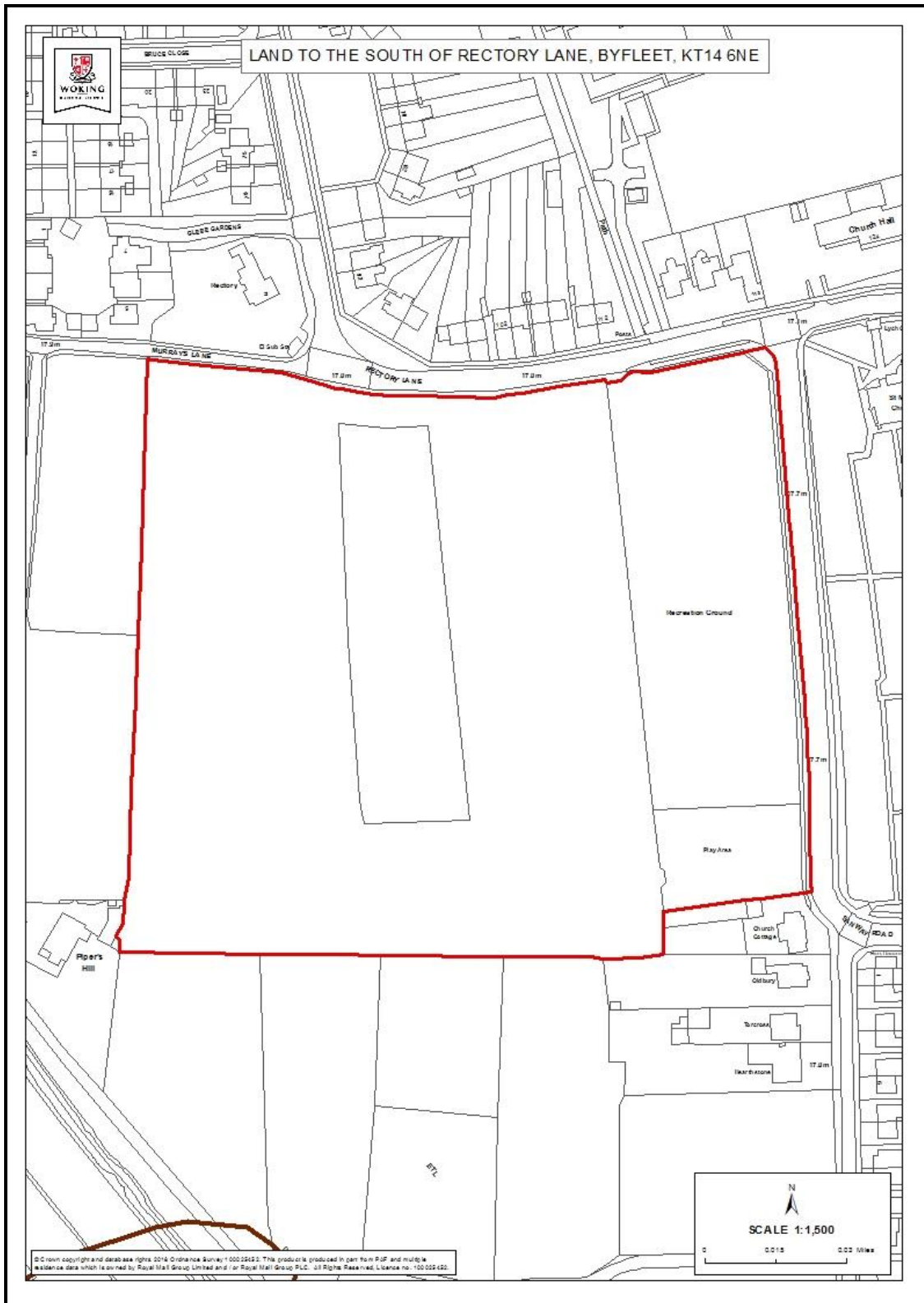
Estimated capacity of the site, given the sites good accessibility to local services in Byfleet Local Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

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.

Proposal reference: GB5

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







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 between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: 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. It comprises a large flat paddock with trees and hedges on its boundaries, accessed via a bridle way. The Green Belt boundary review (GBBR) describes the site as highly suitable for removal from the Green Belt.

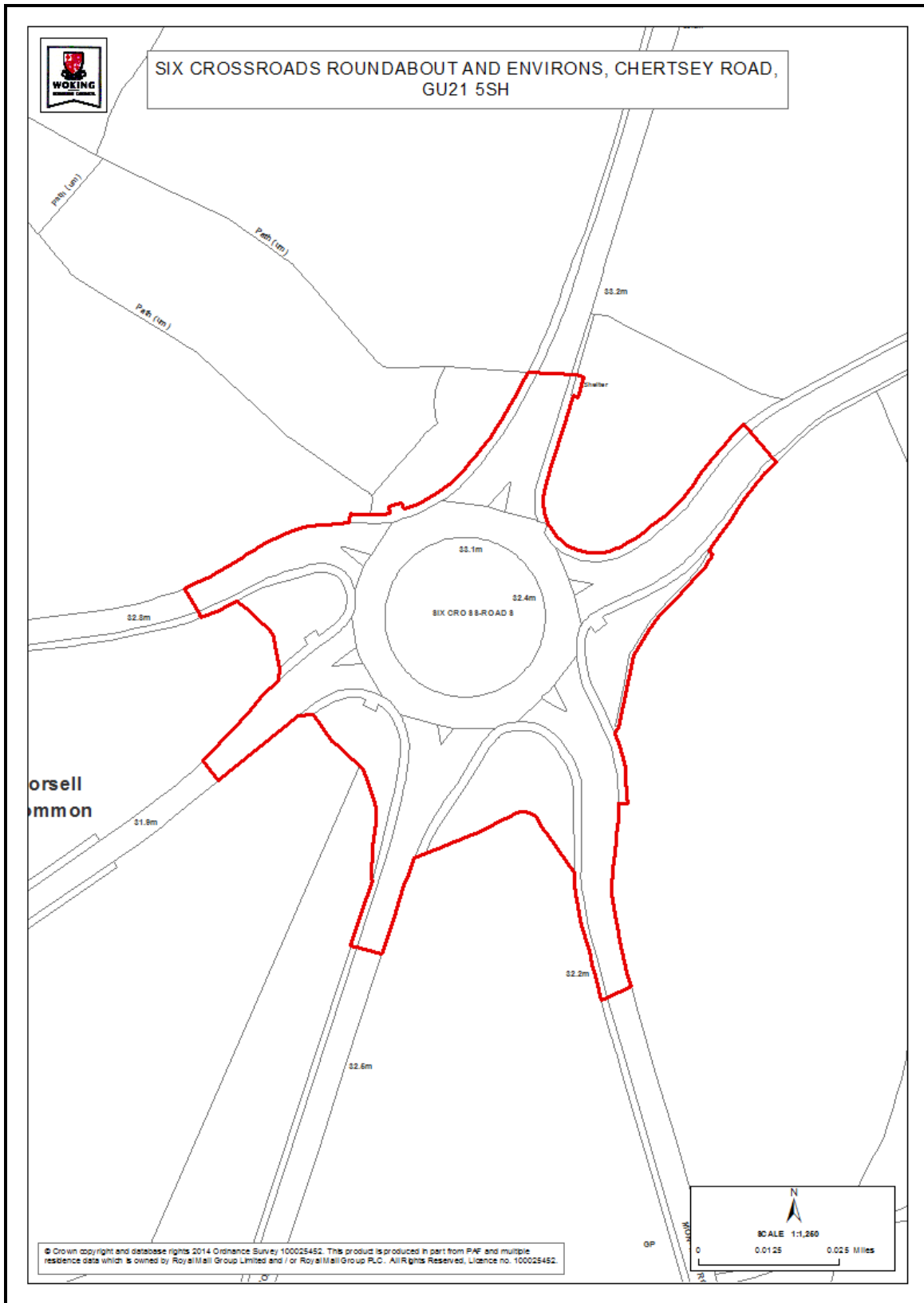
Estimated capacity of the site, given the sites good accessibility to local services in Byfleet Local Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

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.

Proposal reference: GB6

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





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

Land for essential infrastructure; a proposed junction upgrade and improvements to side roads at the Six Crossroads roundabout.

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

- Carry out a project specific HRA, given proximity to the Special Protection Area;
- The site is adjacent to a SSSI and SNCI. Any proposals should conduct a landscape and ecological survey to determine the levels of biodiversity and valuable landscape features on the site and the impacts on environmentally sensitive areas;
- The site is within a Biodiversity Opportunity Area (BOA). Any proposals should consider opportunities to achieve BOA objectives including restoration and creation of Heathland and Acid Grassland. Surrey Wildlife Trust should be consulted;
- The Council will liaise with Natural England to agree on the project timetable for the construction of the scheme that will ensure effective and efficient delivery of the scheme whilst at the same time conserving the integrity of the SPA;
- Construction phase to have regard to the sustainable use and re-use of resources and reduction and recycling of waste produced.

Reasoned justification: The Surrey Transport Plan: Woking Borough Draft Local Transport Strategy & Forward Programme (LTS) (September 2014) 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.

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.

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 (as illustrated in the LTS Annex).

Proposed allocation GB6 lies adjacent to the SPA. The Habitats Regulations Assessment (HRA) highlights that the project would involve upgrade of the existing road junction and therefore there is potential for disturbance and reduced air quality on the adjacent SPA as a result of the construction process. It recommends that a project specific HRA is undertaken for this development should it be approved. This is reflected as a key requirement in the allocation above.

This land would remain in the Green Belt.

Delivery arrangements:

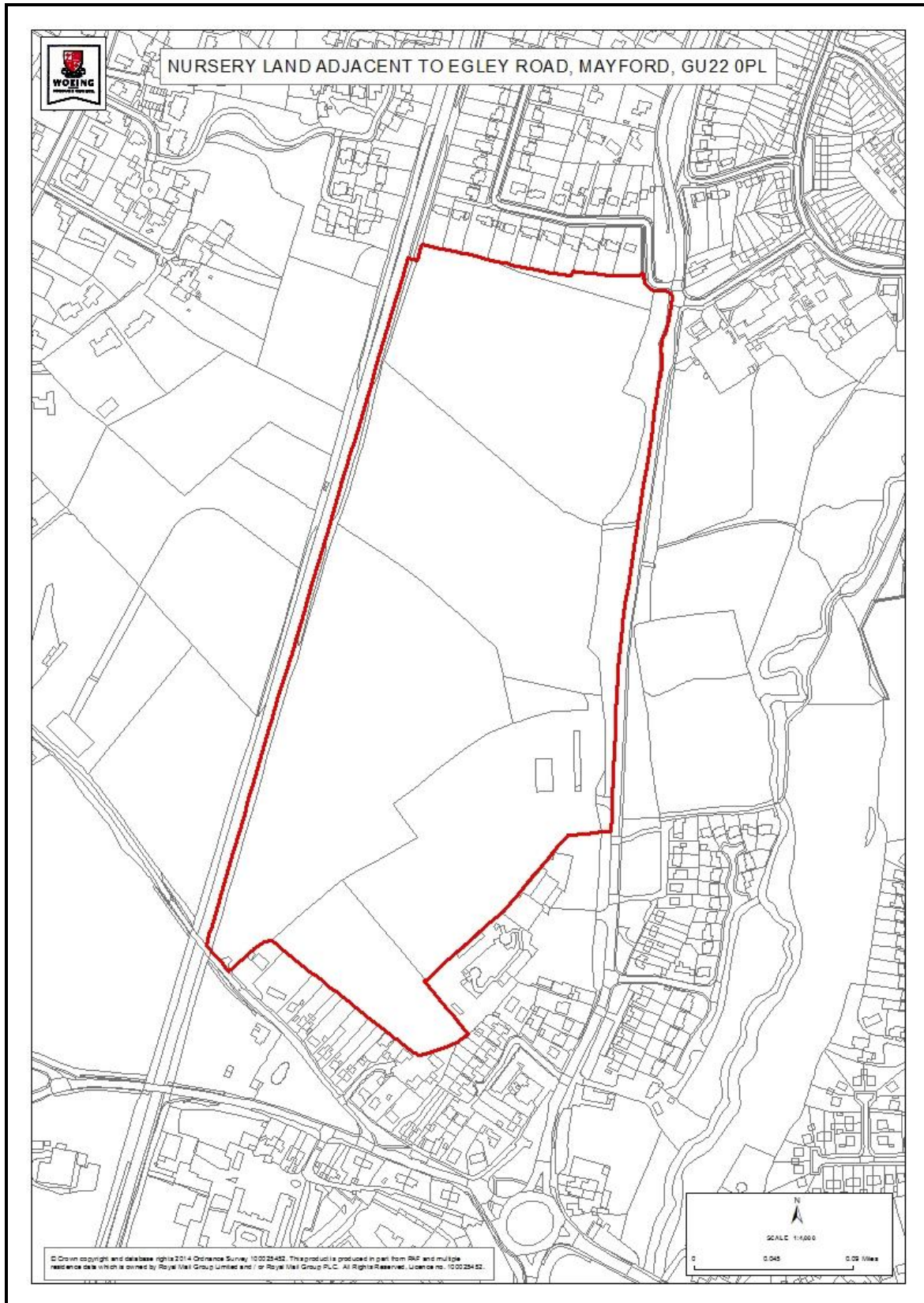
- The indicative start date for this project is 2019;
- This project is listed as one to be funded through the Community Infrastructure Levy;
- Some third party land may be required to achieve this infrastructure development.

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)

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

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, and for a school to be developed during the Plan Period when a need can be justified and a special circumstances case can be established.

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

- Net developable area of approximately 4.4 ha for residential development; Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Potential to focus development at the north end of the site, leaving the southern end (adjacent Mayford village) as open space/playing fields, providing a visual break;
- Shared school and community sports playing fields positioned within the central portion of the site would provide a green corridor, allowing views to be retained through to the railway embankment and rising escarpment beyond, whilst accommodating development to the north and south ends of the site;
- Retain protected trees and tree belts and strengthen with planting to create a wide landscape frontage along Egley Road, to enhance the sense of separation between the two settlements;
- Sensitive handling of site topography;
- Any flood lighting should be sensitively designed to minimise impact in landscape/townscape terms. Screening/bunding to create a buffer between the development, railway and the escarpment landscape beyond;
- This site features an Area of High Archaeological Potential in the north of the site. To ensure full information about heritage and archaeology informs its development, the

developer will need to undertake an archaeological investigation and submit full details of this to the Local Planning Authority, in accordance with Core Strategy Policy CS20;

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - new site access required onto A320, and
 - provision of pedestrian and cycle facilities (including a pedestrian crossing) and linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield, and south to Mayford Neighbourhood Centre and to recreation space beyond;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
 - Potential for development to share access with any later development on the adjoining Proposal Site GB9;
 - Any drop off point for the school would need to be within the development site;
 - Strengthen existing / new connections to the site from the east to overcome limited connectivity caused by severance by the Hoe Stream;
 - Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
 - It is important that any development of this site demonstrates that it will in no way prejudices the later development of adjoining Proposal Site GB9, which is also recommended by the GBBR and is known to be available;
 - Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
 - Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure;
 - Opportunity to provide a pedestrian crossing on Egley Road, linking the existing primary school and proposed secondary school, plus existing (Hoe Valley Linear Park) and future green infrastructure corridors;
 - Opportunity for playing field facilities to be shared by the new school and the local community through a Community Use Agreement;
 - Opportunity for the relocation of the Athletics Track from Sheerwater if it is not retained on that site (UA32);
 - Due to the proximity to the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required. An Air Quality Assessment is recommended;

- Historical contaminative uses may have led to soil and groundwater contamination around just the former nursery buildings that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Undertake feasibility study for integration of CHP within the development;
- Improve provision of and connectivity to existing recreation spaces (main road and railway act as barriers);
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Appropriate landscaping, potentially to include landscaping to buffer to the road and railway lines;
- Careful design of layout to take into account environmentally sensitive sites and vegetation forming 'Escarpment and Rising Ground of Landscape Importance' on adjacent land, to preserve their integrity;
- Take opportunities to make positive contribution towards biodiversity through the creation of green infrastructure, retention/enhancement of any features of nature conservation value on-site, and creation of linkages with GI network, the design solution should build in wildlife features/corridors.

Reasoned justification: This Green Belt site lies on the main southern route (A320) into Woking, adjoining the existing boundary of the urban area. It has excellent accessibility to local services, both in the Town Centre and the nearby Mayford Neighbourhood Centre. The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes, a secondary school and associated infrastructure in accordance with Core Strategy Policies CS6, CS10, CS12, CS14 and CS16.

The GBBR estimates a residential development yield of 188 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph).

Development of this site would not adversely affect the integrity of the escarpment. This former tree nursery does however occupy an important green gap between Woking and Mayford, the integrity of which should be retained whilst accommodating development to assist in meeting identified needs.

The land rises four to five metres between the east and west boundaries. The extent of previous development on the site is limited to a redundant building and glasshouse frames. The site adjoins the London - Portsmouth main rail line on its western boundary.

Whilst there are presently limited local facilities within close walking distance of the site to serve the residential development proposed, there is the opportunity to later improve these through the provision of additional facilities on the adjacent land (see Proposal Site GB9).

The education development would comprise a secondary school on a site to accommodate up to 8 form entry on up to 10 ha. This part of the development would include a new athletic track facility. Surrey County Council Education Service has confirmed its support for the provision of a new secondary school on this site to serve families in the South Woking area. The intended catchment area for intake to the new school overcomes concerns raised by the County Highway Authority in respect of barriers to good non-vehicle connectivity in approaches from the west (poor road / bridge links over / under the railway via Hook Hill Lane and Blackhorse Road) and east (severance by the Hoe Stream).

In addition to open space on this site, additional land could later come forward for Green Infrastructure from another nearby site recommended by the Green Belt boundary review and safeguarded through this DPD (Proposal Site GB12).

The site boundary is drawn to include the highway verge to Egley Road, to assist in ensuring a strong defensible Green Belt boundary.

Planning permission has been granted on part of the site for the erection of a new secondary school and leisure centre, formation of an 8 lane athletics track and sports pitches (PLAN/2015/0703). Development is near completion and the school is expected to be operational in September 2018. The remainder of the site will be developed for residential development between 2022 and 2027.

Delivery arrangements:

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

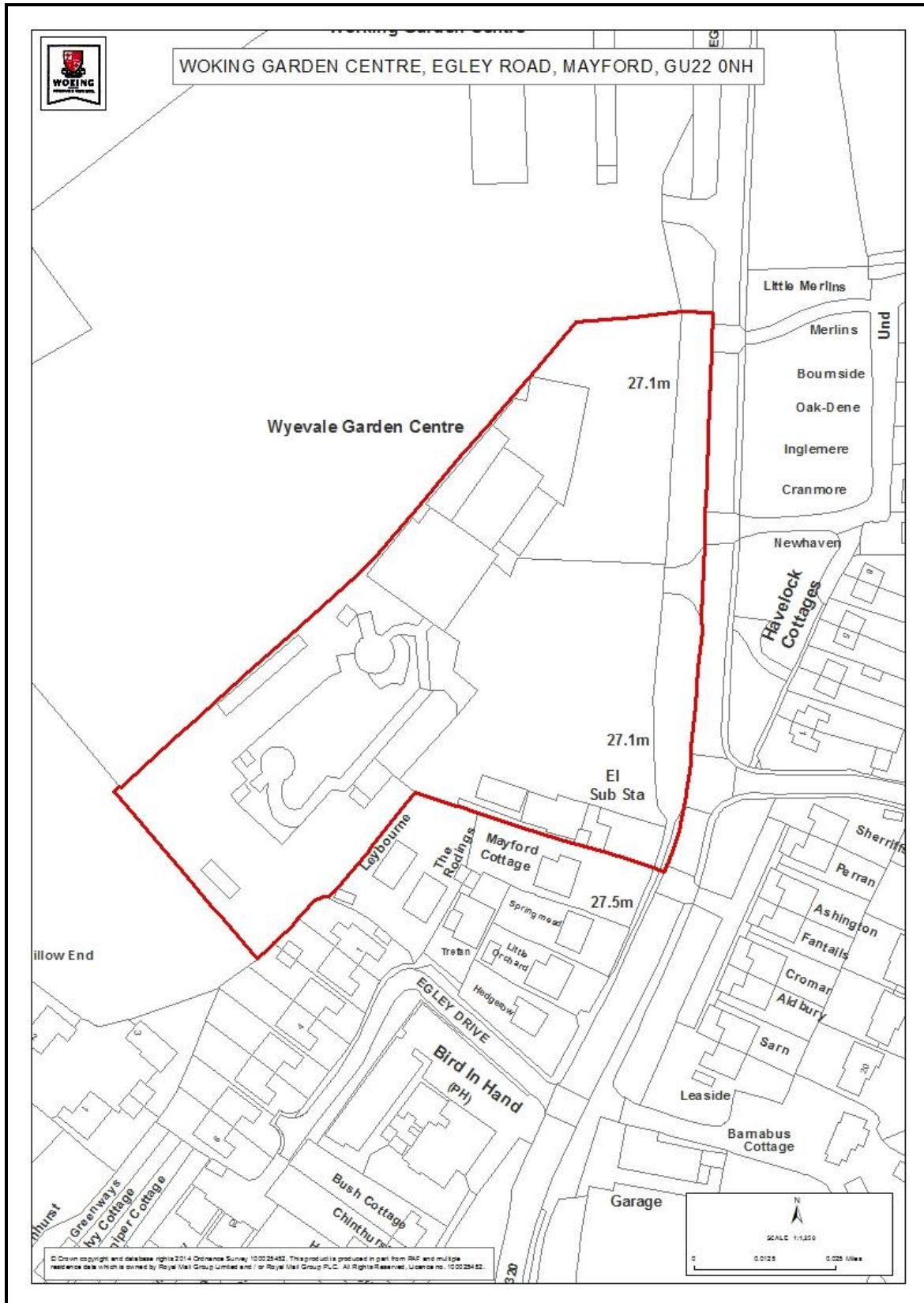
Key evidence base:

- 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







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 between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This site lies on the main southern route (A320) into Woking, adjoining the existing boundary of Mayford Village Settlement Area but is within the Green Belt. It has excellent accessibility to local services, both in the Town Centre and adjoining Mayford Neighbourhood Centre.

The Green Belt boundary review (GBBR) identifies the site as an opportunity to deliver new homes and retail / community facilities to enhance the local centre, in accordance with Core Strategy Policies CS6, CS10, CS12, CS16 and CS19.

Estimated capacity of the site, given the sites good accessibility to local services in Mayford Neighbourhood Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

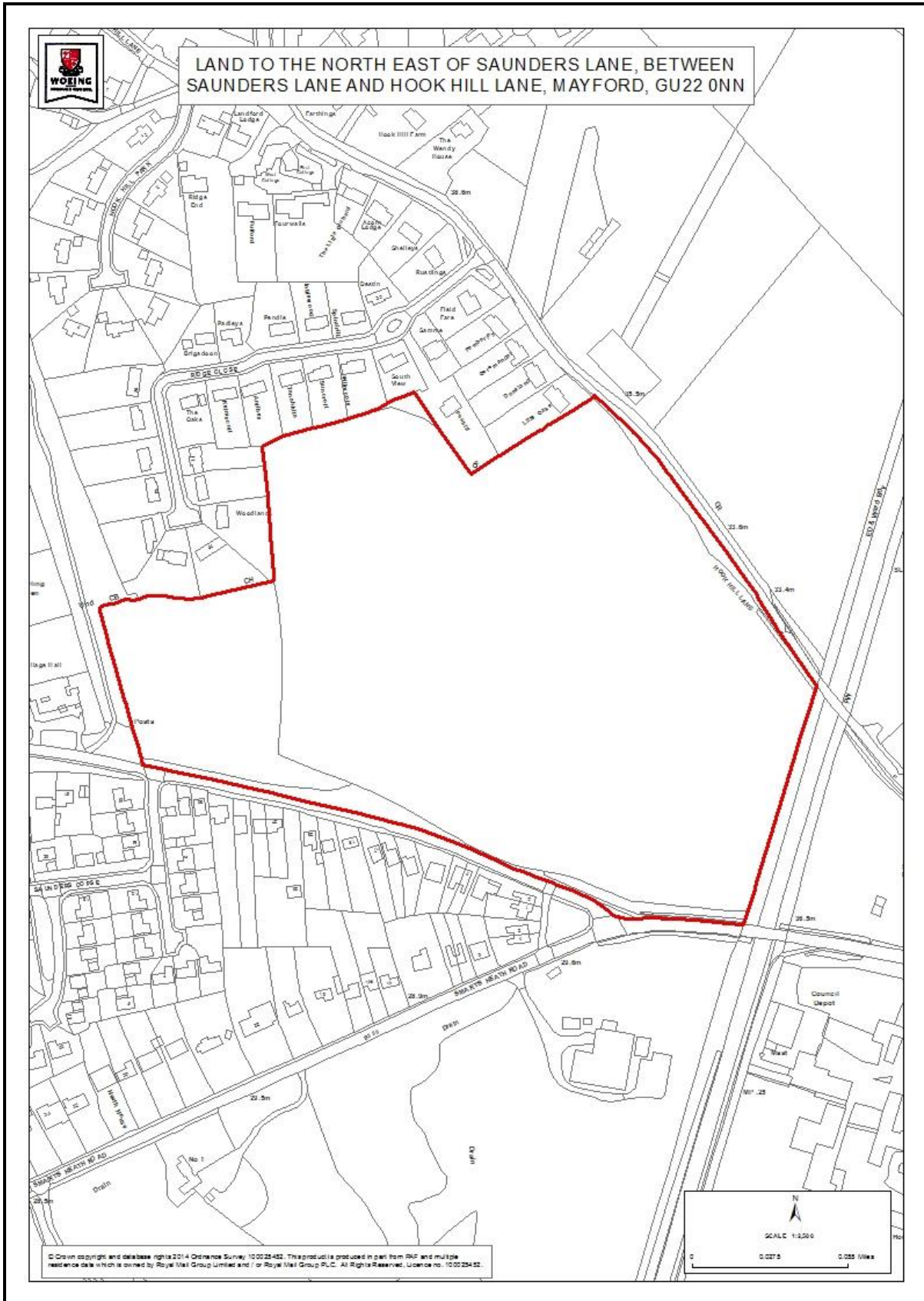
Key evidence base to justify safeguarding of the site:

- 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.

Proposal reference: GB9

Site address: Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN





LAND TO THE NORTH EAST OF SAUNDERS LANE, BETWEEN SAUNDERS LANE AND HOOK HILL LANE, MAYFORD, GU22 0NN



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Policy GB9: (Safeguarded site) Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN

This 7.82 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This existing Green Belt site is in agricultural use, but is not classified as being amongst the best and most versatile agricultural land (classified Grade 4, poor). There are only slight variations in ground level across the site; the rising ground of the escarpment, begins in the north-west of the site, the remainder of the site is relatively flat.

The east boundary adjoins the rail route (including rail bridge) whilst the northern boundary abuts existing residential development. Roads, cycle or footpath routes bound the site on three sides.

Situated on the southern edge of the urban area, this site is largely contained by existing development and transport routes. This position is on the lower slopes of the escarpment of rising land, rendering it relatively discrete in landscape terms and could be developed without compromising the integrity of the escarpment.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes in accordance with Core Strategy Policies CS6, CS10 and CS12, without adverse impact upon the purposes of the Green Belt. The recommended new Green Belt boundary would follow Saunders Lane, forming a strong defensible Green Belt boundary.

Estimated capacity of the site will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

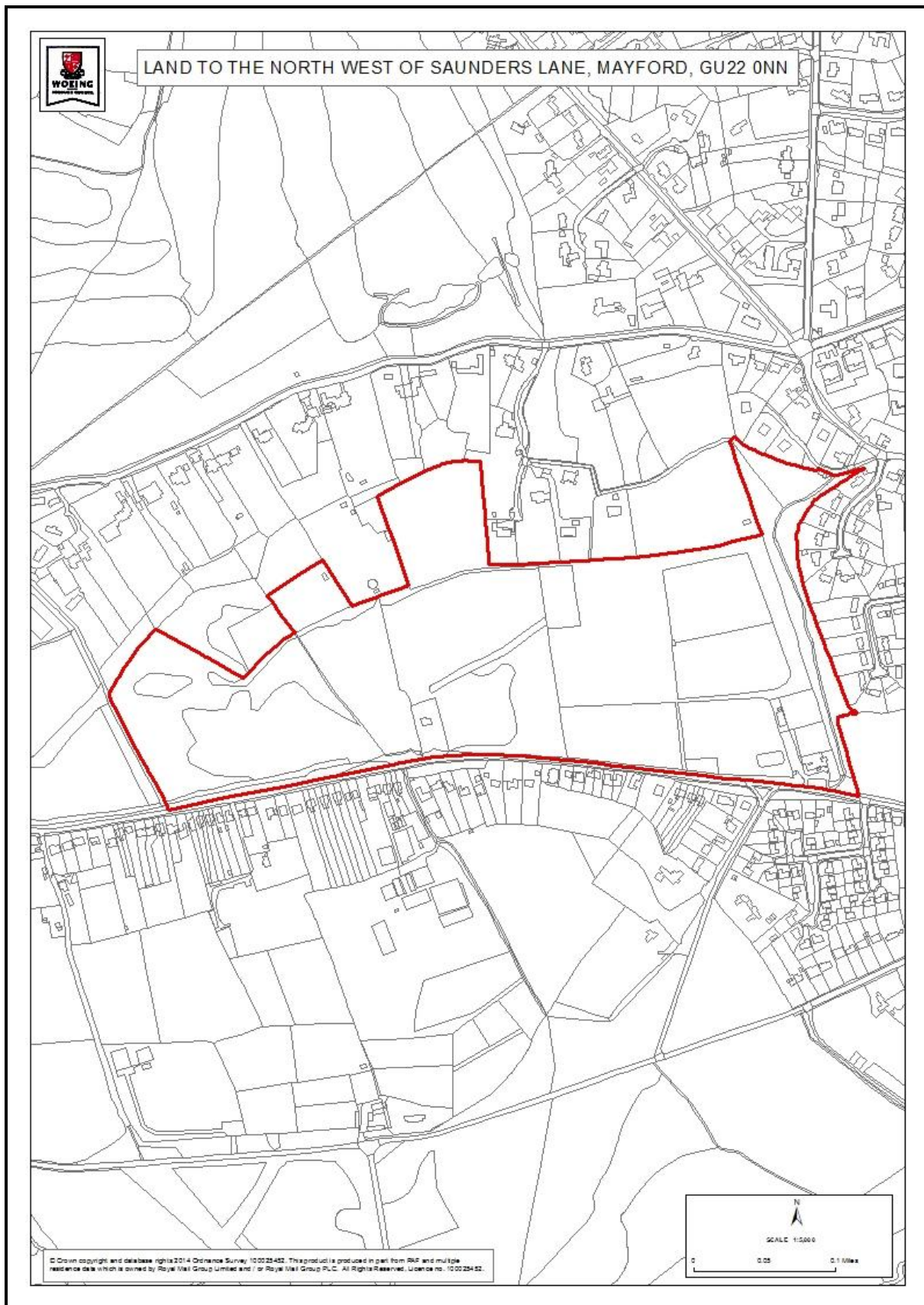
Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 20 - WGB020c);
- Strategic Housing Land Availability Assessment (SHLAAHEA018);
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014;
- 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.

(This site has previously been referred to as land to the west of Saunders Lane).

Proposal reference: GB10

Site address: Land to the north west of Saunders Lane, Mayford, GU22 0NN





LAND TO THE NORTH WEST OF SAUNDERS LANE, MAYFORD, GU22 0NN



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Policy GB10: (Safeguarded site) Land to the north west of Saunders Lane, Mayford, GU22 0NN

This 19.59 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This site lies within the Heathlands ward. It is presently overgrown but was last used as pasture land. The land is classified by DEFRA as agricultural Grade 4 (poor).

The site allocation includes the residential curtilage of Little Gorsewood, Saunders Lane, as well as Mayford Village Hall and adjacent recreational uses. However these would not be redeveloped but instead are included within the site boundary to ensure a strong defensible Green Belt boundary would later be formed along Saunders Lane.

To the north and west lies residential ribbon development fronting the south side of Hook Heath Road, within the Conservation Area. To the east the site abuts fields, beyond which is Proposal Site GB10. The southern boundary of both of these sites is defined by Saunders Lane.

This location is within the designated escarpment and rising ground of landscape importance, however it lies on the lower levels, which are relatively shallow sloping, such that it could be developed without compromising the integrity of the escarpment.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes in accordance with Core Strategy Policies CS6, CS10, CS12 and CS13, without adverse impact upon the purposes of the Green Belt.

Estimated capacity of the site will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 20 - WGB020d);
- Strategic Housing Land Availability Assessment (SHLAAHEA019);
- Technical studies supplied on behalf of the stakeholder, received January 2014: Green Belt assessment (by CSa Environmental Planning), accessibility and transport assessment (iTransport, June 2011), ecology survey work (CSa Environmental Planning). Further ecological surveys were carried out in 2014;
- 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.

(The majority of the site has previously been referred to as land to the north of Saunders Lane)

Proposal reference: GB11

Site address: Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ







Policy GB11: (Safeguarded site) Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, GU22 8QZ

This 11.64 ha site is safeguarded to meet the long term development needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for developing the site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. Sufficient land has been released to deliver the Core Strategy. In this regard, this site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This Green Belt site is well located adjacent to the existing urban area and, being within 500m of the local centre of Pyrford village and Marshall Parade, is accessible to local services, including Arbor Centre, Cricket Ground and Pyrford Primary School.

In landscape terms, the site is discretely situated, set back beyond the prominent ridge to the east and benefits from significant containment provided by a substantial tree belt along Upshot Lane, just beyond the ridge top.

The Green Belt boundary review (GBBR) recommends the site as an opportunity to deliver new homes and supporting infrastructure in accordance with Core Strategy Policies CS6, CS10 and CS12, without adverse impact upon the purposes of the Green Belt. Upshot Lane and Pyrford Common Road will form a realigned defensible Green Belt boundary.

Estimated capacity of the site, given the sites good accessibility to local services in Pyrford Neighbourhood Centre, will be determined as part of the review of the Core Strategy and or the Site Allocations DPD.

Key evidence base to justify safeguarding of the site:

- Green Belt Boundary Review (Parcel 9, WGB009a);
- Strategic Housing Land Availability Assessment (SHLAAPYR003);
- 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.

(This site has previously been referred to as land west of Upshot Lane and north of Pyrford Common Road, and as Randall's Field)

Proposal reference: GB12

Site address: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS







Policy GB12: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS

This 8.51 ha site is safeguarded to meet long term green infrastructure needs of the Borough between 2027 and 2040, in accordance with Policy SA1.

The key requirements for delivering this green infrastructure site will be set out as part of the review of the Core Strategy and or the Site Allocations DPD to be informed by up to date evidence at the time. This site will only be released for development as part of the review of the Core Strategy and or the Site Allocations DPD.

Reasoned justification: This 7.9 ha Green Belt site is situated at a high point of the Escarpment or rising ground of landscape importance and is unsuitable for built development. Trees are safeguarded by a Tree Preservation Order.

The Green Belt boundary review (GBBR) recommends the site for solely green infrastructure. The site boundary is drawn to include the railway line and Hook Hill Lane. Whilst these areas would not be redeveloped, their inclusion will assist in ensuring a strong defensible Green Belt boundary in the future.

The north eastern site boundary faces land referred to by the Green Belt boundary review as site WGB020g. Upon adoption of the Site Allocations DPD, the land abutting the Proposal Site will become part of the Urban Area.

Delivery arrangements:

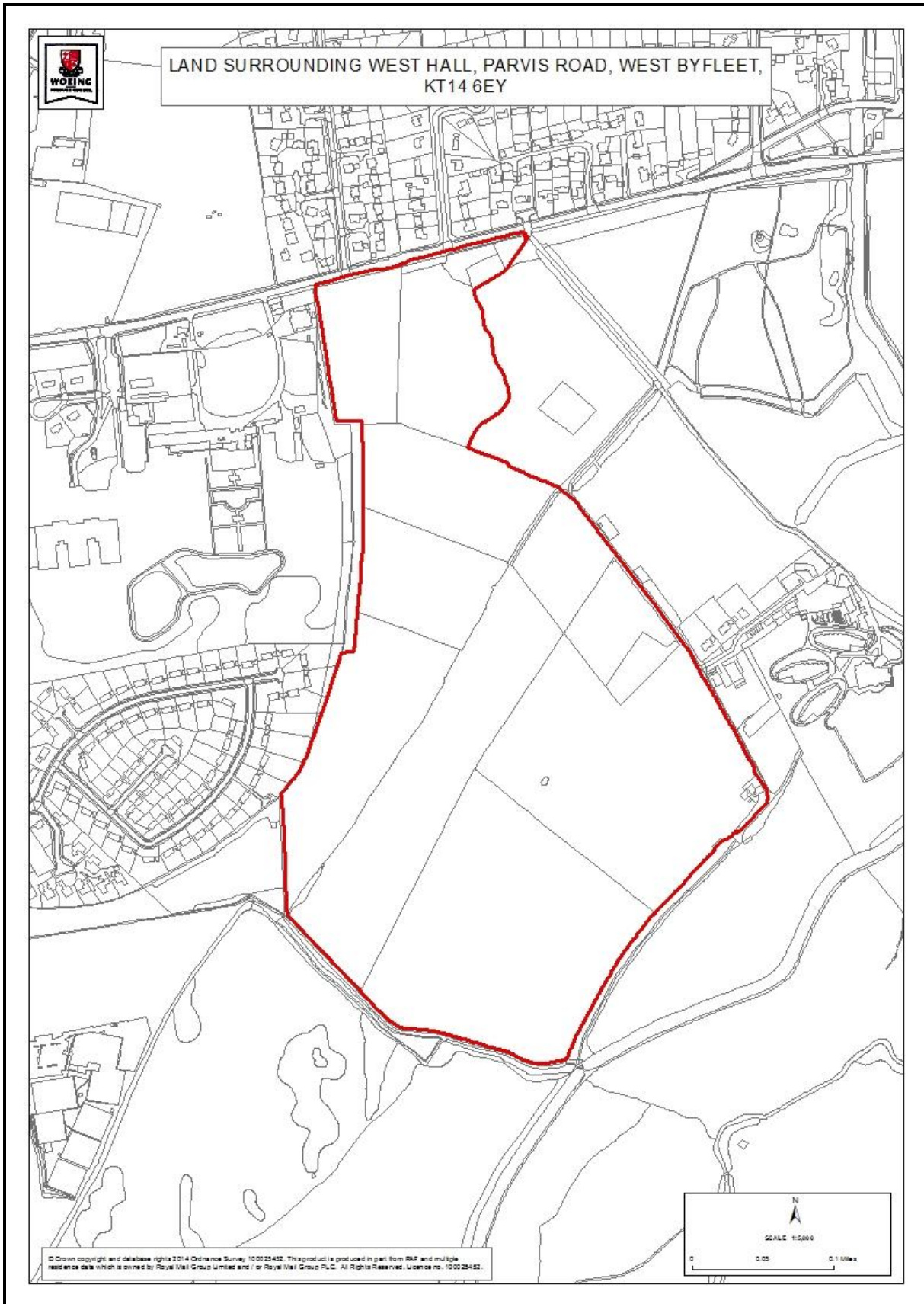
- This land is in single ownership.

Key evidence base:

- Green Belt Boundary Review (Parcel 20, WGB0020f);
- 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;
- Strategic Housing Land Availability Assessment (SHLAAHEA002).

Proposal reference: GB13

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 GB13: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

This 29.33 ha site is allocated for residential including Affordable Housing development between 2022 and 2027, in accordance with Policy SA1. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of this part of the site for development of Traveller pitches will take effect from the date of adoption of the DPD.

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

- Any development here will need to include significant elements of Green Infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12);
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Net developable area of approximately 14.8 ha for residential development;
- Development to integrate approximately 4.7 ha of public open space and green infrastructure within the site;
- Retain large areas of woodland and parkland setting and strengthen where possible;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - significant infrastructure required to provide access to A245,
 - lack of pedestrian and cycle infrastructure (including crossing) that would link to the

surrounding strategic pedestrian and cycle network,

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- bus stop provision and direct access to this;
- Potential to explore access for all modes with the adjacent Broadoaks site (GB16);
- Development will need to be sensitively designed to create a strong landscape edge, in particular along the southern section of the site that is adjacent to the Wey Navigation;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Mitigation of impacts upon the Thames Basin Heaths Special Protection Area;
- Additional Green Infrastructure could also be provided on land to the east which is also within the same ownership but which would remain within the Green Belt (GBBR, Table 4.3, footnote 5) – ‘this land could provide Green Infrastructure for the development within the Green Belt which would act as a buffer to the Wey navigation corridor with its distinctive character and wildlife corridor function.
- Access to the development could be provided through Green Belt land from Parvis Road, with a potential pedestrian access through Broadoaks which would give a more direct route into West Byfleet town centre and its services and facilities. The retention of the northern part of the parcel within Green Belt would help to avoid perception of development narrowing the Green Belt separation between Byfleet and West Byfleet. New Green Belt boundaries could be defined along existing features, although some are relatively weak and would require reinforcement along the south-west and southeast (GBBR paragraph 4.3.6);
- Taking into account biodiversity and flooding constraints, form new Green Belt boundary along edge of development to retained wedge of land adjacent M25 and retaining land to the north of the development within the Green Belt’;
- Setting of heritage designations and assets including statutory and locally listed buildings at West Hall and Broadoaks and Wey Navigation Conservation Area;
- Improvement of cycle routes, linking into the existing cycle network;
- Significant highway, access and transportation improvements would be needed. These will be identified through a Transport Assessment at the planning application stage;
- Location of primary access – new access from Parvis Road, via a new roundabout at junction of Parvis Road with Blackwood Copse;
- Secondary access – existing A245/West Hall drive, Parvis Road (for emergency access purposes). Care home and existing West Hall properties would continue to be accessed via this unnamed road;
- A travel plan will be required;
- Dodds Lane footpath is adjacent to the southern boundary of the site. Development should seek to connect to this footpath to increase accessibility to and through the site. Improvements should be carried out to the existing footpath if necessary;
- The site is adjacent to a Biodiversity Opportunity Area (BOA) and should consider

opportunities to achieve BOA objectives;

- Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;
- The site is designated as a safeguarded site for potential mineral resource. Surrey County Council should be consulted;
- Due to the proximity to significant traffic on the M25, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, to also include impacts from Parvis Road;
- Historical contaminative uses may have led to soil and groundwater contamination on this former MOD land that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- The site is within Flood Zone 1 but features a number of existing drainage channels, meaning there is a risk of flooding. The site is also adjacent to Flood Zones 2 and 3 whilst a principle aquifer is located within the site. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency is required. Flood Risk from onsite and adjacent ordinary watercourses will need to be assessed and details submitted as part of a Flood Risk Assessment with any planning application;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Creation of new/improvement of existing open space for leisure and recreation as part of site development;
- Improve sustainable transport infrastructure including pedestrian and cycle links and bus services to West Byfleet District Centre, and to surrounding open spaces for recreation;
- Investigate increased need for education infrastructure and appropriate contributions to be made;
- Engagement with Natural England to determine quality of Agricultural Land;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site (such as TPO areas, woodland, parkland, Biodiversity Opportunity Area, Wey Navigation wildlife corridor) – design to have regard to biodiversity opportunities;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Seek to retain and improve natural features and habitat connections;

- Provision of new and improved green infrastructure and improved connectivity to wider GI network, with a view to minimise impact of development on character of landscape and settings of heritage assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change;
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. The MPA would require a Minerals Assessment to be carried out based on borehole investigations. If reserves are confirmed it will 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 any future residential development.

Reasoned justification: This Green Belt site is very sustainably located, to the east of West Byfleet, adjoining existing urban area in residential use, the Broadoaks site (currently in the Green Belt however see Proposal Site GB14) and the West Hall Estate (a mix of offices, a nursery, dwellings, a care home and grazing land within the Green Belt). Whilst this land is particularly sensitive in landscape terms, it has great potential to deliver sustainable development; however development will need to be sensitively designed to create a strong landscape edge to the settlement.

The remaining wedge of Green Belt land to the east of the site and the M25 would serve to maintain effective separation between the settlements of West Byfleet and Byfleet as well as protect valued features (the ancient woodland of Old Wood, locally listed West Hall and its setting, biodiversity and flooding characteristics).

This site is identified in the Green Belt boundary review as a suitable area for removal from Green Belt within the wider promoted land.

It is anticipated that the site can achieve a residential development yield of 555 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph), whilst at the same time setting aside land to enable the delivery of 15 Traveller pitches.

There is scope for significant areas of landscaping to create an appropriate boundary to the Green Belt in this location whilst conserving as much of the landscape setting as possible.

The entire site is contained within a Mineral Safeguarding Area for concrete aggregate¹. Surrey County Council has been consulted. Surrey Minerals Plan Policy MC6 states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The assessment of potential mineral zones (PMZs) undertaken for the plan in 2004 provides additional information. This includes PMZ80 - West Byfleet, which includes the proposed residential site. The assessment at that time was that the small quantity of mineral reserve (approximately 0.5 million tonnes) and the difficulty of access would mean that the extraction of the sand and gravel would be very unlikely to be viable. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. The MPA therefore would

¹ Surrey Minerals Plan Core Strategy 2011, Policy MC6 – Safeguarding mineral resources and development

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.

Delivery arrangements:

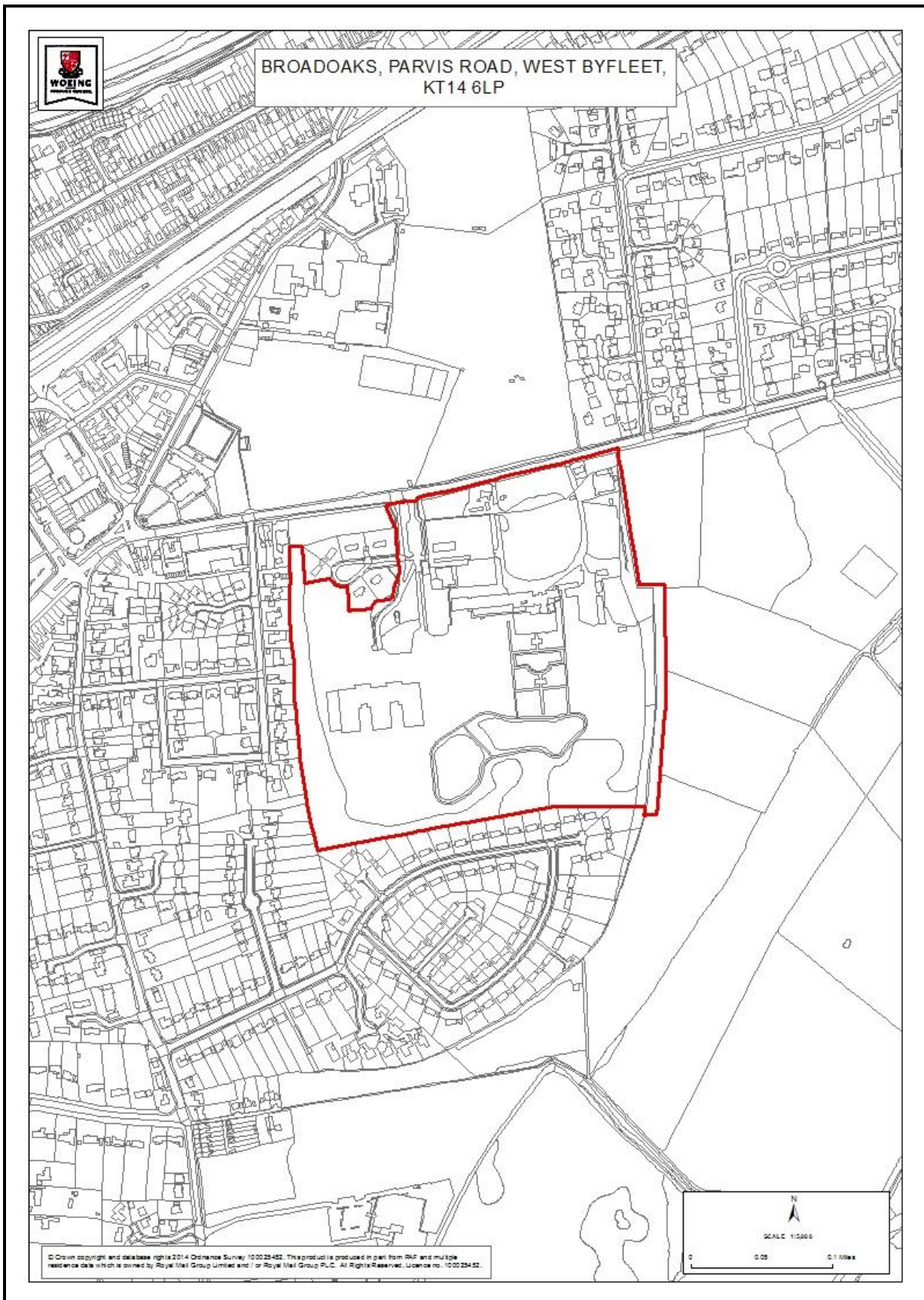
- The land is in single ownership;
- Developer-led;
- Phasing may be required.

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: GB14

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





BROADOAKS, PARVIS ROAD, WEST BYFLEET,
KT14 6LP



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Policy GB14: Broadoaks, Parvis Road, West Byfleet, KT14 6LP

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 and educational facilities. 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.

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

- The extant planning permission provides an appropriate approach to the development of this site in the context of the Green Belt. This allocation removes the site from the Green Belt designation, in which circumstance development could take a different form from that previously permitted. Any new alternative development scheme would need to address the following:
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Mitigation of the impacts of residential development upon the Thames Basin Heaths Special Protection Area (TBHSPA), in line with the Council's latest TBHSPA Avoidance Strategy;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided on site;
- Include significant elements of green infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12)
- Development design would need to retain and enhance the setting of the site's Grade II statutory listed buildings and various locally listed buildings;
- Retain protected trees and tree belts and strengthen with planting to enhance the sites landscape character;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Avoid development on the site frontage, which is considered to form a significant part of the setting of these listed buildings;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - Significant A245 - site access junction likely to be needed to provide vehicular access to the site. Depending on the scale of the employment use proposed, further off-site highway improvements may be necessary on A245 away from site;
 - Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites

sustainable location and will not compromise on highway safety;

- Need to address lack of pedestrian and cycle infrastructure on south (development site) side of A245 and need to provide new / improved pedestrian / cyclist N - S crossing facilities over A245 to enable access to the existing pedestrian / cyclist facilities;
 - Bus stops should be located 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;
 - A245 non-vehicle infrastructure improvements should be provided to enable site residents to cross the A245 / connect to existing pedestrian / cyclist infrastructure and hence access local transport services;
- Due to the proximity to traffic on the M25 and Parvis Road, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required to ensure no adverse impact (whilst recognising no residential development proposed). Further conditions/informatives may be needed to protect off-site residential amenity;
 - Biodiversity improvements – the design solution should build in wildlife features/corridors;
 - Flood Risk from onsite and adjacent ordinary watercourses need to be assessed and details submitted as part of the Flood Risk Assessment with any planning application (a Flood Risk Assessment would be required), including any relevant mitigation measures to address the existing and future flood risk (Policy CS9 – Flooding and Water Management and NPPF). The site is also located within a high risk groundwater vulnerability zone;
 - Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
 - Improvements to cycling and pedestrian links from and to site and West Byfleet District Centre;
 - Amenity of residential area to west to be taken into account with regard to any increased lighting;
 - Design of development to enable conservation of protected trees (site is designated a Tree Preservation Order Area), established tree belts and of woodland habitat to the east;
 - Development to include new/improved green infrastructure and improve connections to wider GI network;
 - Site layout and design to retain/create a strong landscape edge to development;
 - Development to consider possibility of sensitive re-use/restoration of heritage asset;
 - Density of development should maximise the efficient use of the site without compromising the general character of the area;
 - An archaeological assessment will be required as set out in Core Strategy Policy CS20: Heritage and conservation.

Reasoned justification: The site has an extant planning permission as a high quality office and research park set within landscaped grounds. Retention of this site for quality office and/or research premises is important as no other similar sites are available within the Borough.

There is an extant planning permission, part implemented, for B1-use employment development, which includes a substantial package of A245 highway works (appeal decision PLAN/1998/0340).

Permission was granted in 2011 for change of use of block C from Offices to flexible office and data centre use (PLAN/2011/1127). It is acknowledged that there is currently a resolution to grant another planning permission on the site subject to Section 106 being agreed.

Completion of the Broadoaks scheme will assist in improving the profile of the West Byfleet centre as a business location.

Policy CS15 - *Sustainable economic development* recognises and safeguards the site for use as a high quality business park. The site is allocated for employment development comprising around 16,722 sqm offices.

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'.

This existing large partially developed site is currently designated by the Core Strategy as a Major Developed Sites 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*.

Planning permission has been granted for the change of use from B1 to D1 (secondary school) alongside 155 dwellings (PLAN/2015/0987). At present, no works have taken place on site to implement this permission. There is also a resolution to grant planning permission for residential, specialist accommodation (C2 Use Class) and a new office subject to a call in by the Secretary of State and a Section 106 Agreement being agreed.

The site is very well-contained in the landscape, surrounded by woodland to the east (Tins Wood and Dodds Wood), and lies the visual envelope of the existing built up area of West Byfleet.

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'.

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.

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.

Key evidence base:

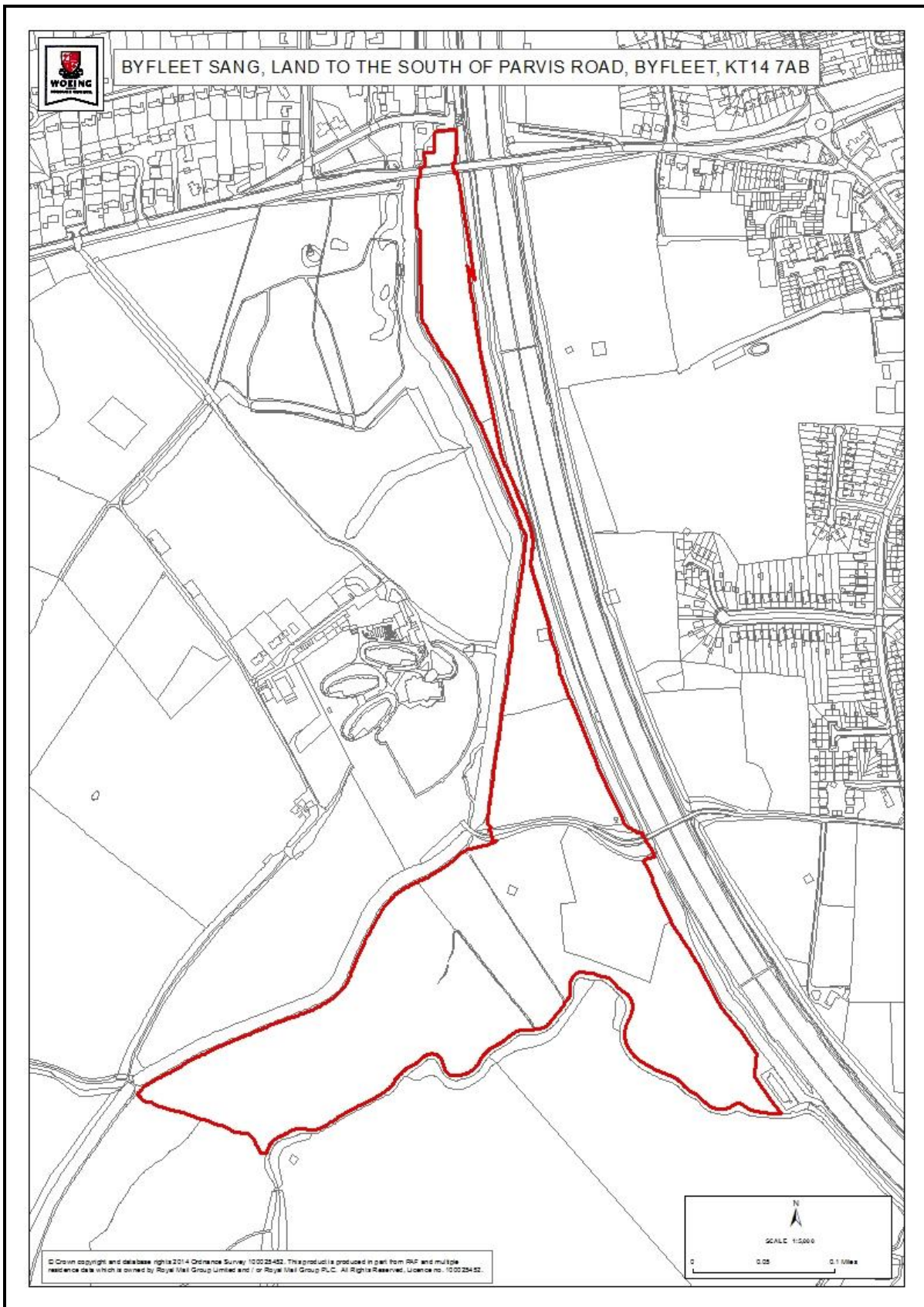
- Green Belt Boundary Review (Parcel 4, Area D);
- Employment Land Review;
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- English Heritage list entry;
- Strategic Housing Land Availability Assessment (SHLAAWB018);
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Planning permission PLAN/1998/0340, PLAN/2011/1127 and PLAN/2015/0987.

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.

Proposal reference: GB15

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 GB15: 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 European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated a SANG the site will need to fulfil a certain criteria which are set by Natural England guidelines. These include a minimum size threshold, 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.
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The following constraints will have to be addressed in any SANG Proposal and Management Plan:
- The site is within Flood Zone 2 and 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;

- The site is within a Biodiversity Opportunity Area; consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted.
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from urban area via Parvis Road and from any new development later in safeguarded Proposal Sites GB4 and GB5;
- Improvement of public footpaths within site (to fulfil Natural England requirements for SANG development);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space.

Reasoned justification: 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.

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.

The site would provide SPA mitigation for a capacity of 799 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

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.

Key evidence base:

- Thames Basin Heaths Avoidance Strategy 2010-2015;
- Natural Woking;
- Sustainability appraisal;
- Habitat Regulations Assessment;
- Strategic Transport Assessment.

Proposal reference: GB16

Site address: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR







Policy GB16: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR

This 24.8 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 European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, 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;
- 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.
- Some adjustment of the SANG site boundary may be required to accommodate wildlife habitat in accordance with a condition of the planning permission;
- Provision of improved accessibility to open space via pedestrian/cycle links, particularly from Brookwood Farm to the east and Brookwood urban area to the south;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider Green Infrastructure network;
- The site is within Flood Zone 2 and 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;

- Incorporation of waste facilities to service the open space;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended.

Reasoned justification: 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.

Details were set out in the planning application for development of the land at Brookwood Farm (PLAN/2012/0224) which is currently under construction. 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 (GI) network.

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 Council will continue to engage with Natural England in developing detailed plans for this element of the site.

The site would provide SPA mitigation for a capacity of 612 dwellings (provisional calculation, subject to the advice of Natural England).

This SANG will provide mitigation for the Brookwood Farm development (under construction) as well as some additional development in the Borough.

The land would remain within the Green Belt.

Delivery arrangements:

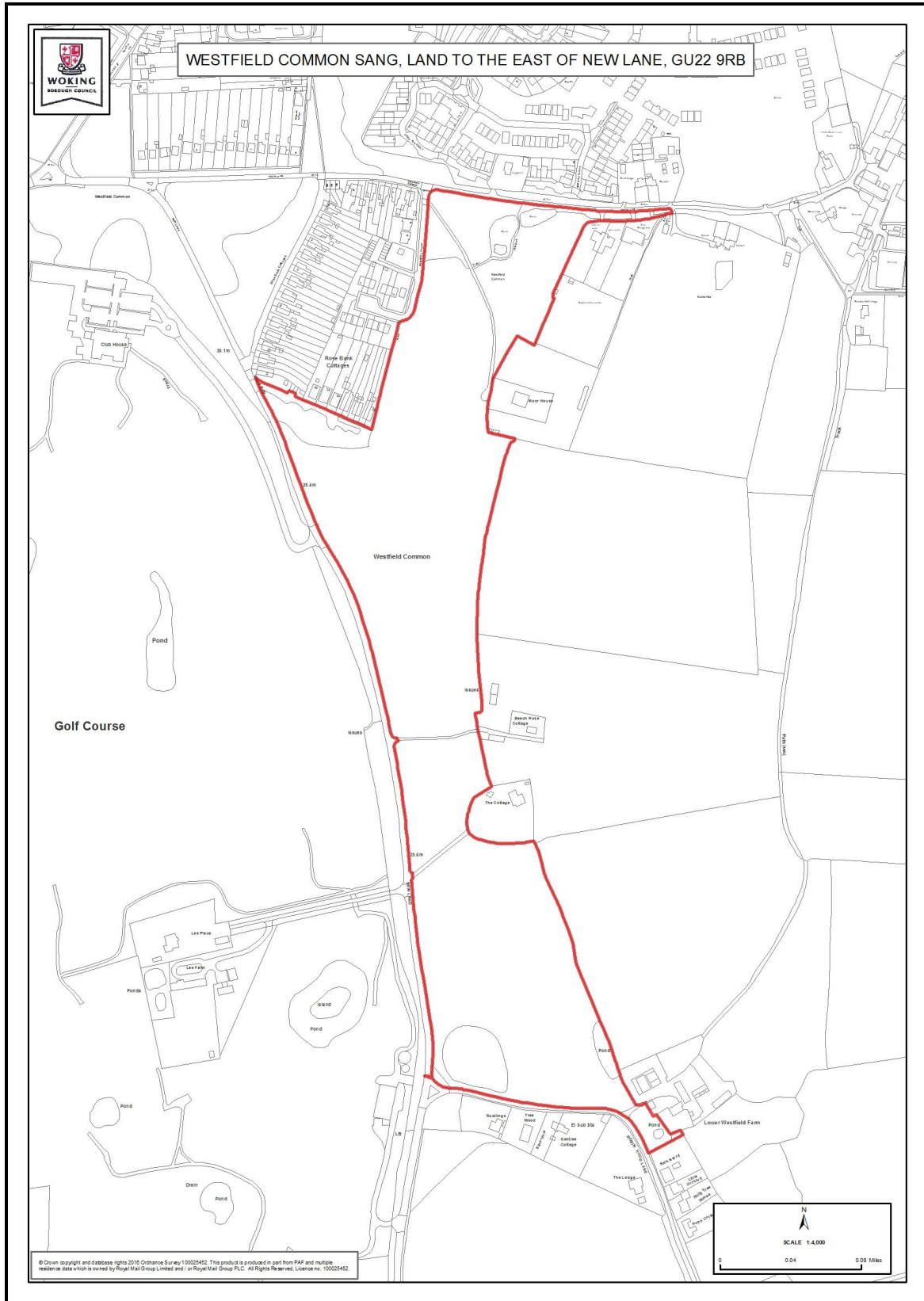
- A legal agreement has been signed which secures the delivery of the SANG in accordance with the SANG Proposal and Management Plan (these are appended to the legal agreement for PLAN/2012/0224). These have been informed by comments by Natural England, Surrey Wildlife Trust and the Environment Agency. Ongoing consultation with Natural England on outstanding matters.
- Delivery secured through S106 in conjunction with planning permission PLAN/2012/0224. This new SANG is anticipated to come into use 2016+, subject to essential works being carried out.

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).

Proposal reference: GB17

Site address: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB







Policy GB17: Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB

This Green Belt site, totalling 11 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 European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG the site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, 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;
- Surrey Wildlife Trust has prepared a management plan for Westfield Common. A SANG Proposal and SANG Management Plan should be prepared for the whole site, in consultation with Natural England;

Specific considerations for this SANG include:

- the provision of parking
- the potential implications of the existing designations
- exploring 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;
- The following constraints will have to be addressed:

- The entire site is a SNCI - appropriate measures in place to conserve nature conservation interest found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. Enhancement measures that would contribute to the biodiversity of the area are encouraged. A Management Plan has been prepared for Westfield Common that identifies management priorities for the next five years. Surrey Wildlife Trust will manage the implementation of the plan on behalf of the Borough Council. The work program will be reviewed annually as works progress and information evolves;
- Part of the site is designated at a local level as the Westfield Common Site of Nature Conservation Importance. Certain works will require the consent of DEFRA. Car parks and circular walks will in particular require careful consideration. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest;
- The above constraints may result in these areas being excluded from inclusion within the SANG if the designations affect the capacity to absorb new visitors;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Explore potential to link this with land to the east (at Gresham Mill);
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Incorporation of waste facilities to service the open space;
- Appropriate measures to be put in place to preserve and enhance the biodiversity of the SNCI – consult with Surrey Wildlife Trust and Natural England.

Reasoned justification: 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.

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 site is fairly narrow and linear. The northern part of the 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.

The site is owned by the Council and is an SNCI. The Council has recently adopted a Management Plan for Westfield Common, which identifies various works to be undertaken on the site in the next five years to enhance biodiversity and other general environmental improvements (benches, way markers).

The site would provide SPA mitigation for a capacity of 570 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

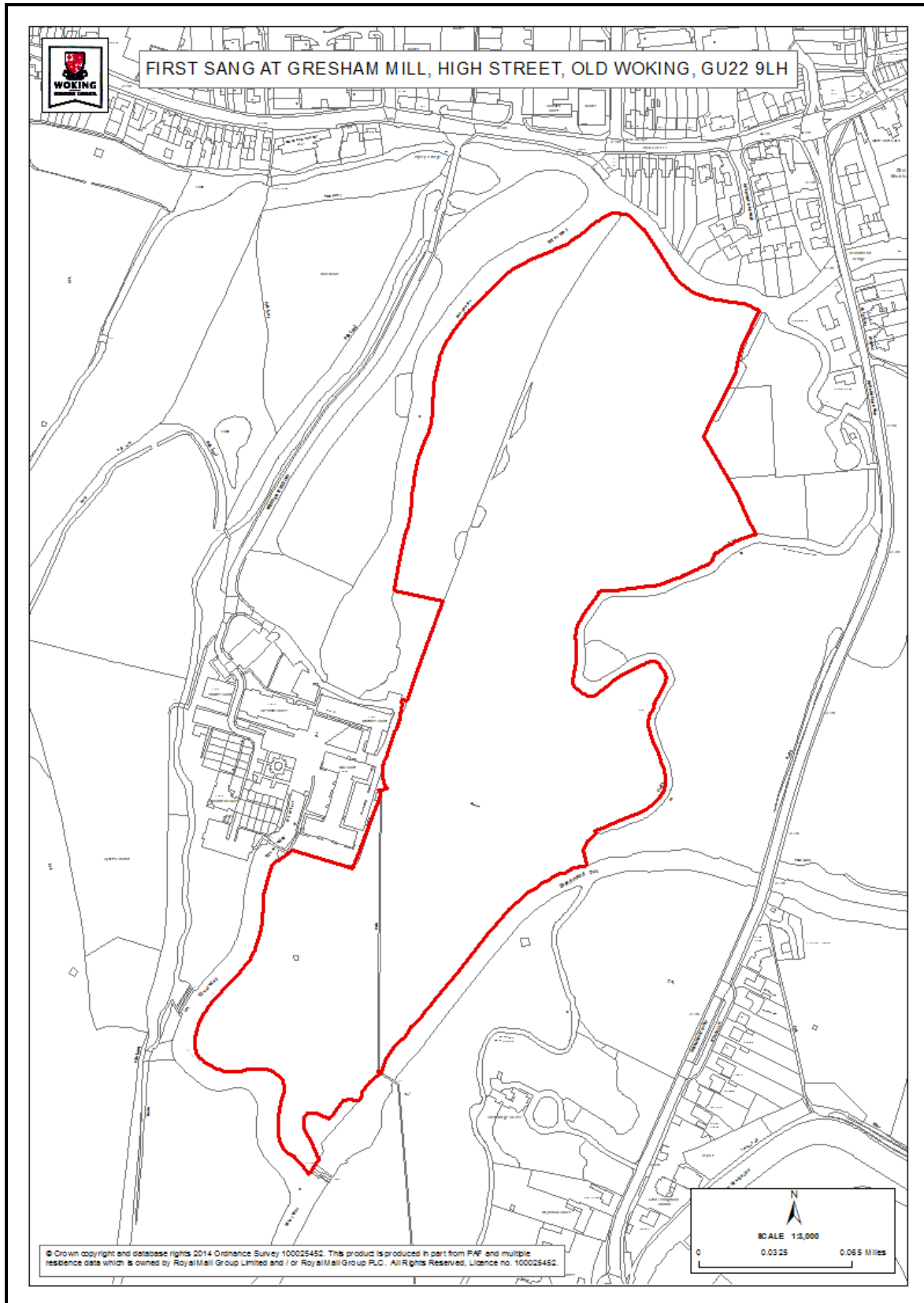
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions;
- Ongoing maintenance through CIL contributions.

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: GB18

Site address: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB18: 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 European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- The Council has committed to deliver the site as a SANG when it is transferred to its ownership. To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, 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;
- A SANG Proposal and SANG Management Plan has been/ should be prepared, in consultation with Natural England;
- There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;

The following constraints would have to be addressed/resolved:

- The site is within Flood Zone 3 - therefore there is a high risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape. Close consultation with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;
- Consider introducing sustainable drainage and flood attenuation within any landscape

proposals;

- The site is within a Biodiversity Opportunity Area; proposals should consider opportunities to enhance biodiversity and habitat creation in the area. Surrey Wildlife Trust should be consulted;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site;
- Design of SANG to pay regard to environmentally sensitive area of River Wey SNCI;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network – particularly River Wey SNCI;
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space.

Reasoned justification: 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.

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.

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.

The site would provide SPA mitigation for a capacity of 513 dwellings. The Gresham Mill development commits 88, leaving capacity for 425 dwellings.

The land would remain within the Green Belt.

Delivery arrangements:

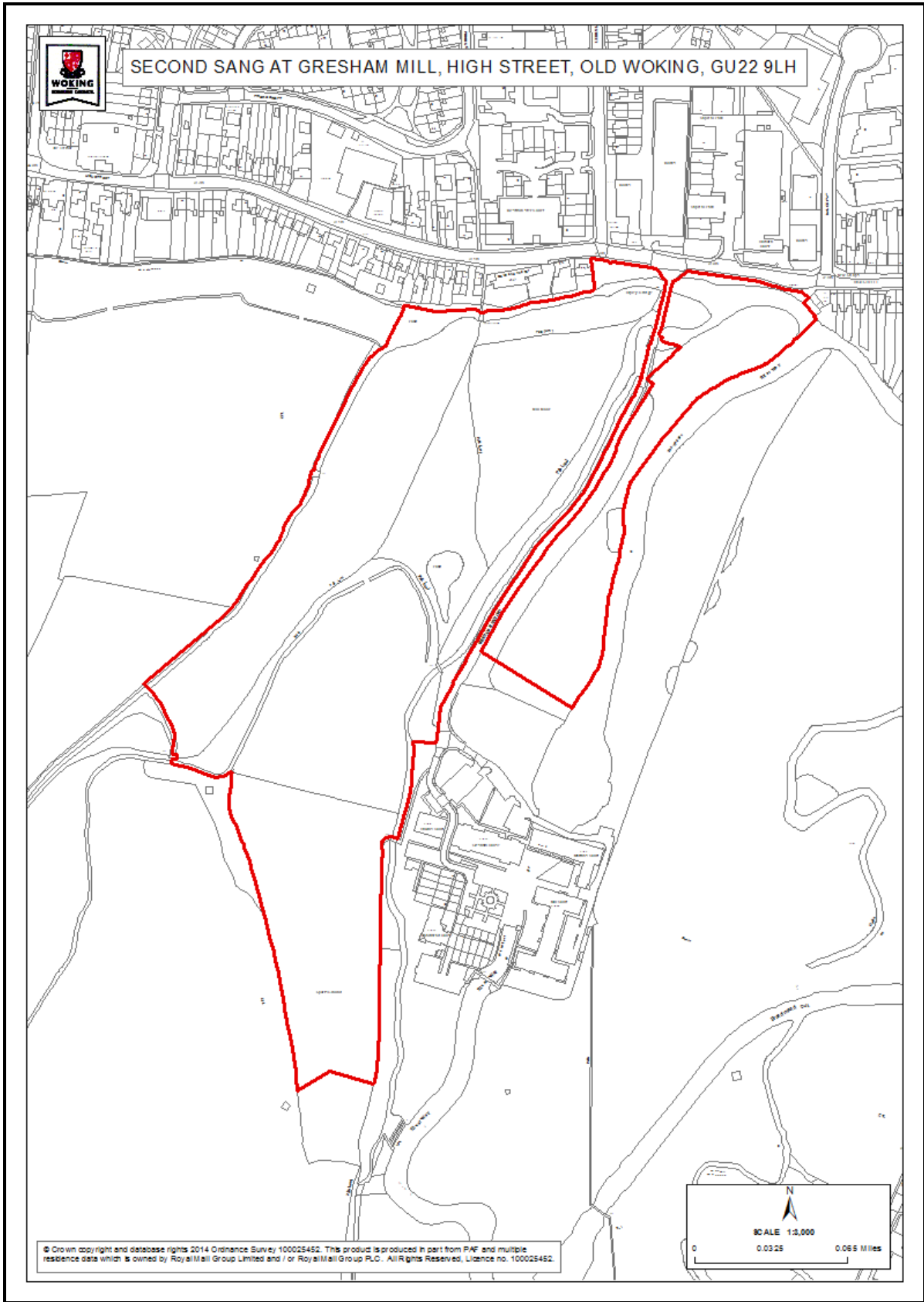
- Landownership is due to pass to the Council from the developer;
- Woking Borough Council also owns land to the west, there is potential to combine the areas and create a larger SANG in this area (see Proposal Site GB20);
- Delivery expected in 2016;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

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.

Proposal reference: GB19

Site address: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH







Policy GB19: 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 European-protected bird habitat of the Thames Basin Heaths Special Protection Area (SPA).

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

- To be a designated SANG this site will need to fulfil certain criteria which are set by Natural England guidelines. These include a minimum size threshold, 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;
- A SANG Proposal and SANG Management Plan should be prepared, in consultation with Natural England;
- The production of these will enable an appropriate tariff to be set;
- Specific considerations for this SANG include design considerations such as sufficient screening in relation to the adjoining development; the provision of parking; and the potential implications of the existing designations. There is potential for an element of flood attenuation on the site that may alleviate some of the flooding issues in the area;

The following constraints would have to be addressed/ resolved:

- Part of the site is a SNCI - appropriate measures in place to conserve nature conservation interest found in this area. Surrey Wildlife Trust should be consulted to ensure conservation interests are safeguarded. The designation of this site for SANG will need to ensure that increased recreation by people and dogs do not adversely affect the nature conservation interest;
- Enhancement measures that would contribute to the biodiversity of the area are

encouraged;

- Part of the site is designated at a local level as Common land - certain works within Common Land will require consent from DEFRA. Car parks and circular walks in particular will require careful consideration;
- The above constraints may require adjustment of the SANG boundary; additional research will be required in this respect;
- The site is within Flood Zone 3- therefore there is a risk of flooding. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. The provision of footbridges to enable circular walks over water corridors also a consideration. Early engagement with the Environment Agency required. A boardwalk/raised paths may be necessary to ensure that a circular walk is accessible throughout the year. It should be demonstrated that this does not negatively impact on floodplain storage, in a Flood Risk Assessment;
- Take actions to contribute to enhancement of Biodiversity Opportunity Area – consultation with Surrey Wildlife Trust recommended;
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required.
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals;
- Provision of improved accessibility to open space via pedestrian/cycle links – particularly from Old Woking to north of site, and Gresham Mill development;
- Design of SANG to pay regard to environmentally sensitive areas of River Wey SNCI and Mill Moor SNCI;
- Design of SANG to retain and enhance protected tree belt to north west of site, subject to TPO;
- Detailed design of SANG to take opportunities to improve connectivity of habitats within site and to wider GI network;
- Design of development to pay regard to heritage assets and their setting, including locally listed Gresham Press;
- Incorporation of waste facilities to service the open space.

Reasoned justification: 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.

The TBHSPA Avoidance Strategy anticipates the adjacent site to come forward for SANG use (see above). A legal agreement (PLAN/2006/0538) secures the transfer of this land to the Council. The Council also owns land to the west, which it anticipates will be combined with the forthcoming SANG to create one large SANG.

This would ensure a comprehensive scheme, which offers wider opportunities to militate against the impacts of residential development on the SPA. For example it would allow for improved ability to create a circular walk.

The site would provide SPA mitigation for a capacity of 493 dwellings (provisional calculation, subject to the advice of Natural England).

The land would remain within the Green Belt.

Delivery arrangements:

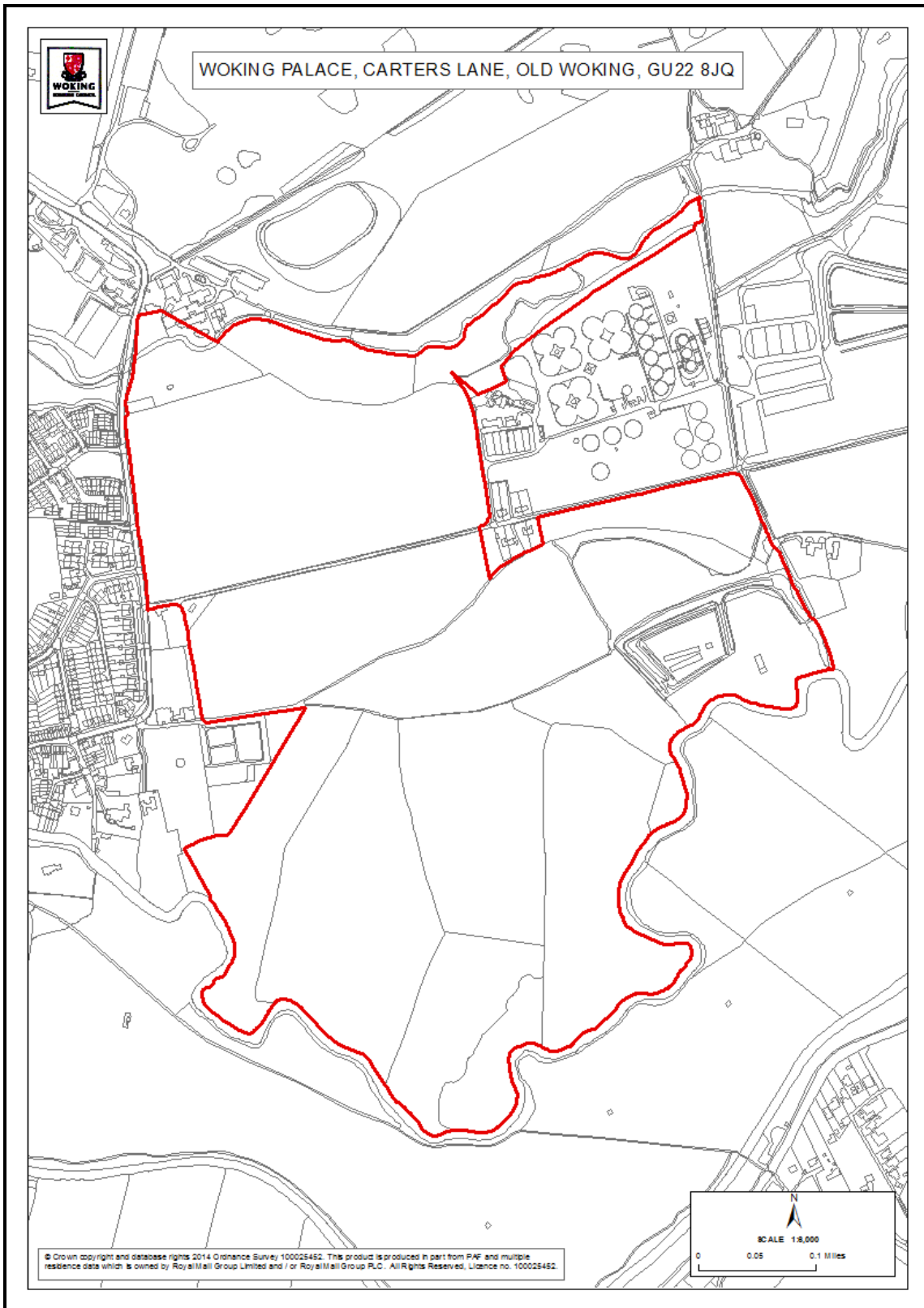
- Part of the land is Surrey County common land and rest (the former Martins Press sports pitches) is owned by Woking Borough Council;
- Delivery of this second SANG site at Gresham Mill will be within the next five years;
- Funding for establishment of the site for SANG purposes will be secured through s106/CIL contributions. Ongoing maintenance will be funded through CIL contributions.

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.

Proposal reference: GB20

Site address: Woking Palace, Carters Lane, Old Woking, GU22 8JQ







Policy GB20: Woking Palace, Carters Lane, Old Woking, GU22 8JQ

This 64.4 ha site is allocated for use as Heritage Parkland/Country Park surrounding Woking Palace.

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

- The Council would support the creation of a Country Park on land adjacent to Woking Palace Scheduled Ancient Monument, as illustrated on the Proposals Map;
- Proposals must pay particular attention to the sites' Green Belt status, the setting and nature conservation interests of the Wey and Hoe Stream, and the setting of the ancient monument;
- Development should be sensitively designed to have minimal impact on the historic asset;
- Restore or enhance historic features - for example the walls and ponds;
- Improve accessibility to and within the site by all transport modes, including improvements on the junction of the B382;
- Include parking facilities which would have low visual impact on the surrounding landscape and historic features;
- Incorporate low key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Retain existing landscape features (including trees and hedges) to conserve and enhance biodiversity on the site;

- Create links to the wider Green Infrastructure network (including public rights of way);
- Be sensitively designed to have minimal impact on the adjoining watercourses;
- Submit an archaeological assessment in line with Core Strategy policy CS20;
- Any proposal for the site will need to be considered against the requirements of Core Strategy Policy CS20. Historic England, Friends of Woking Palace, Surrey Archaeological Society and Surrey County Council Heritage Conservation Team will need to be consulted. The Surrey County Archaeological Unit has extensive experience of this site and should also be consulted during the preparation of any proposals; and
- Be in keeping with other policies in the Development Plan for the area.
- In addition to any assessments required by other Development Plan policies, planning applications for this site should be accompanied by a heritage statement and archaeological assessment indicating how the criteria in this policy have been addressed.
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- Safe accesses for all modes (pedestrian, vehicular) will need to be identified;
- Consider introducing sustainable drainage and flood attenuation within any landscape proposals for the scheme – Flood Risk Assessment may be required;
- Development of the site to incorporate low-key recreation and leisure uses that will have a minimal impact on surrounding landscape;
- Development to improve accessibility to and within the site by sustainable transport modes – public footpaths, cycle routes, bus services to be created/improved;
- Detailed design and site layout to take into account proximity of sewage works. Discussions with the operators of the site (Thames Water) are recommended;
- Retain, enhance and create habitats and features which have biodiversity value, including Hoe Stream Fields SNCI, Oldhall Copse SNCI, and Roundbridge Farm SNCI;
- Detailed design of open space to improve connectivity of habitats within site and to wider GI network (e.g. by including GI corridors);
- Provision of GI assets which demonstrate multi-functionality;
- Surrey Wildlife Trust to be consulted with regards to Biodiversity Opportunity Area status;
- Development to be sensitively designed to have minimal impact on important natural and historic landscape (including consideration of lighting);
- Development to seek to restore or enhance historic features;
- Incorporate low-key leisure, recreation and heritage uses that will have minimal impact on the surrounding landscape;
- Development to seek to retain important landscape features (including trees and hedges) and create new features;

- Archaeological assessment to be conducted, and any appropriate mitigation measures to be incorporated;
- Design of development and site layout to pay regard to heritage assets and their setting.
- Design of development should facilitate the reduction of waste by providing waste/recycling facilities;
- Design of development to pay regard to adjoining watercourses and retain undeveloped buffer zones alongside them;
- Retention and enhancement of public rights of way.

Reasoned justification: In its mission to increase the recreational, educational and open space resources of the Borough, the Council would like to bring about the rejuvenation of Woking Palace – a Scheduled Ancient Monument.

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. The Council supports the creation of a country park at Woking Palace and the adjoining area to help revitalise and restore this valuable historic asset, enhance biodiversity and to help meet the future open space and recreation needs of the Borough up to 2027, as identified in Core Strategy Policy CS17.

The Council owns the ancient monument but not the surrounding land and would like to see it restored and brought into use through the creation of a Country Park and associated uses in this location. The area was identified in the previous Local Plan 1999 for a similar purpose.

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.

Access to the site is restricted most of the year except on a few open days where the public is invited to visit, 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. The site could accommodate a range of low key leisure, recreation and heritage uses.

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 the 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 develop an appropriate proposal for the site.

Development into a Country Park will ensure positive benefits including provision of open space and recreation for the community, opportunities to improve Green Infrastructure components and the network for enhanced nature conservation and biodiversity, and the preservation and maintenance of important historical features.

Improving accessibility to and within the site will be important. This includes access to the site and access within it. Junction improvements would be required on the B382 from Carters Lane, and footpath/cycle links within the site should improve accessibility to those surrounding the site.

The Council will seek to secure the necessary land for the Country Park through negotiation. However, the use of compulsory purchase powers will be considered if necessary.

Whilst presented under Section C, use of the site as Suitable Alternative Natural Greenspace (SANG) is not proposed at this time.

The land would remain within the Green Belt.

Delivery arrangements:

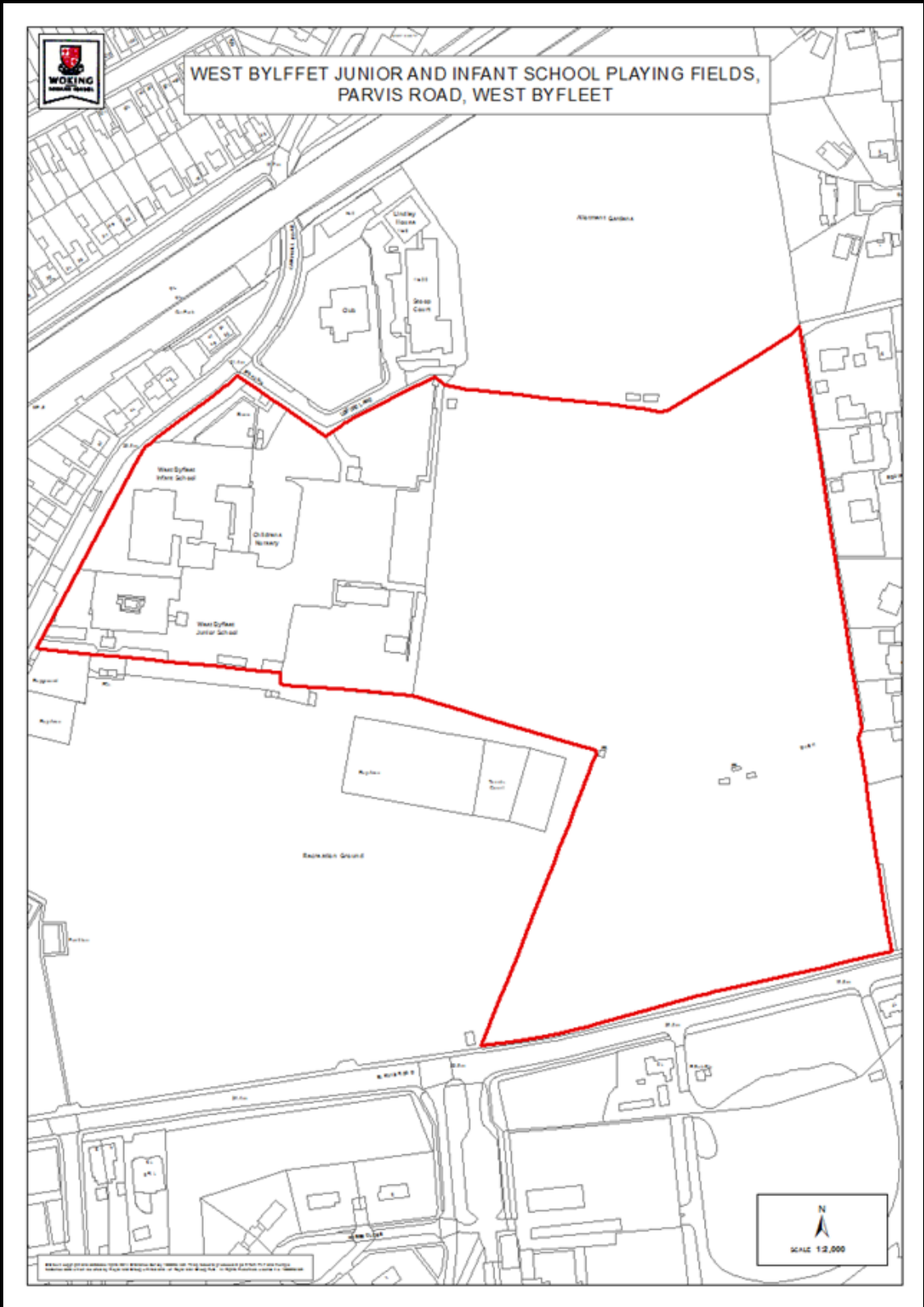
- Funding for the creation of the Heritage / Country Park will be through CIL contributions.

Key evidence base:

- Green Infrastructure Strategy
- Friends of Woking Palace information at: www.woking-palace.org
- Sustainability appraisal
- Habitat Regulations Assessment
- Strategic Transport Assessment
- Local Plan 1999
- Design SPD.

Proposal reference: GB21

Site address: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG







Policy GB21: 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 is allocated for open space.

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

- Use of site development and site layout to pay regard to heritage assets and their setting;
- Retention and enhancement of public rights of way.

Reasoned justification: 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'.

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.

This land would not be developed. It is existing open space associated with an educational use. Accordingly it is allocated for continued use as open space and will be designated as Urban Open Space (Policy CS17) to serve the schools and will be reflected on the Proposal's Map.

Delivery arrangements:

- None

Key evidence base:

- Green Belt boundary review (Parcel 3 - Area A)

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 policy².

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.

In addition, progress on individual sites will be monitored against the capacity and phasing

² National Planning Policy Framework (NPPF), <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

information set out under the Site Allocation 'Proposal' and 'Delivery' headings of the Site Allocations DPD.

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
- those 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 Thamesway), 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 public consultation is integral to both preparation of this Site Allocations DPD and, when adopted, to the delivery process. 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 work to prepare the 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 will come into effect in Woking Borough on 1 April 2015. The adopted CIL Charging Schedule is supported by an indicative 'Regulation 123' list which clearly sets out infrastructure that will be funded through CIL.

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, 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.

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.

At the end of three years after the adoption of the Core Strategy (after October 2015), the Council intends to undertake a comprehensive monitoring of the performance of residential and employment floorspace delivery. This monitoring will look at the cumulative delivery of residential and employment floorspace. If delivery is significantly behind the projected cumulative target 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 (between 2027 and 2040). 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 major 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, which will be reviewed to reflect Green Belt sites following adoption of this DPD.

Nevertheless, the Core Strategy DPD 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. Very robust finance evidence will be required to justify any negotiation away from the requirements of the Core Strategy and the Site Allocations DPD.

There is also flexibility built into specific strategic policies of the Core Strategy, such as Policy CS12 Affordable Housing, where a genuine viability concern exists.

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 be 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)

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)

Biodiversity and nature conservation:

- Biodiversity and Planning In Surrey (2014)
- Strategic Access Management and Monitoring (SAMM) Tariff Guidance (2017)
- Thames Basin Heaths Special Protection Areas Avoidance Strategy 2010-2015 (2010)
- Natural Woking Strategy: Biodiversity and Green Infrastructure Strategy and supporting information (2016)

Open space, green infrastructure, sport and recreation:

- Natural Woking: Biodiversity and Green Infrastructure Strategy and supporting information (2016)
- 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)
- A320 Corridor Study: Feasibility Study Final Report (April 2018)
- Network Rail Route Strategic Plan: Wessex Route (February 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)

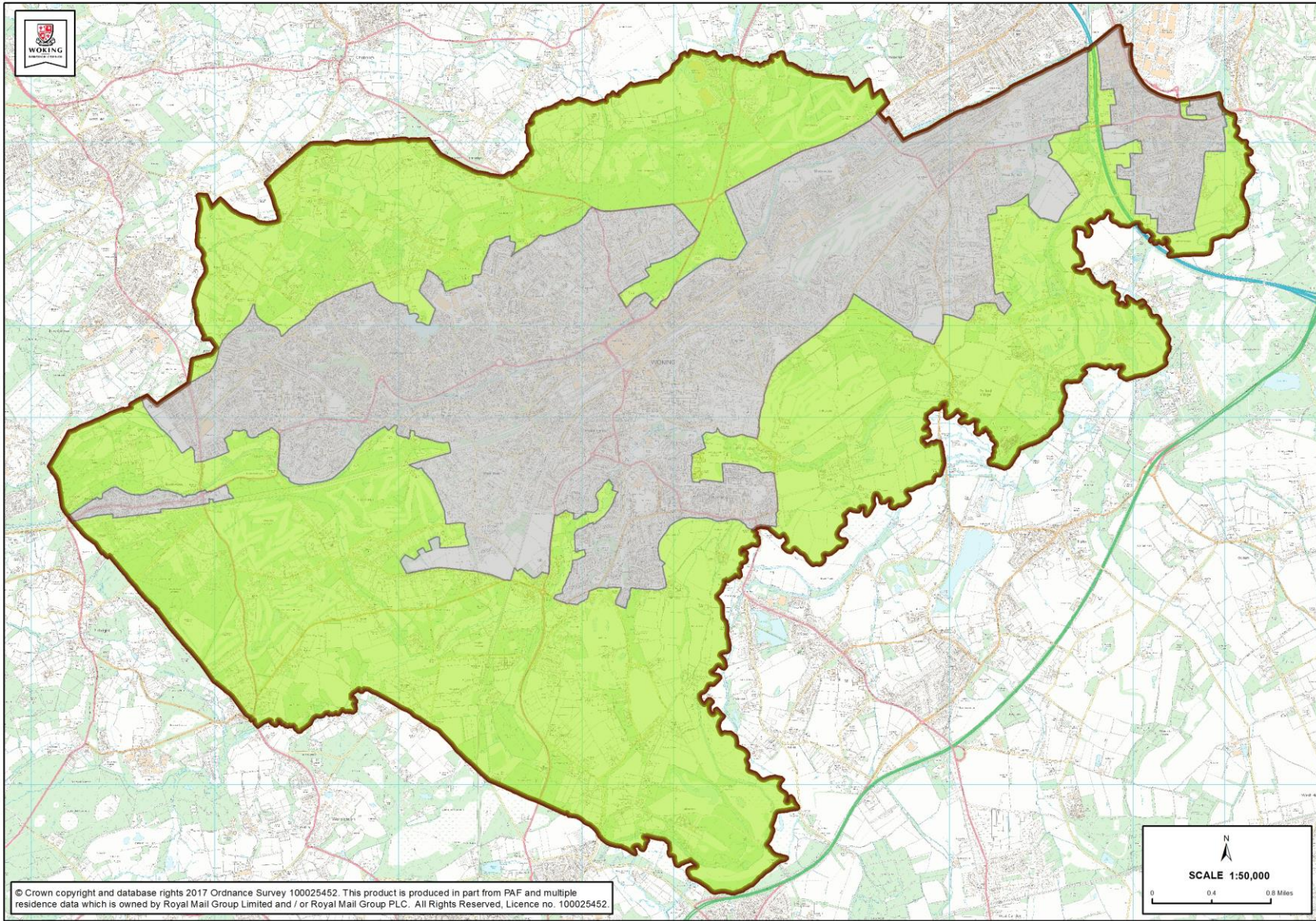
Climate change:

- 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:

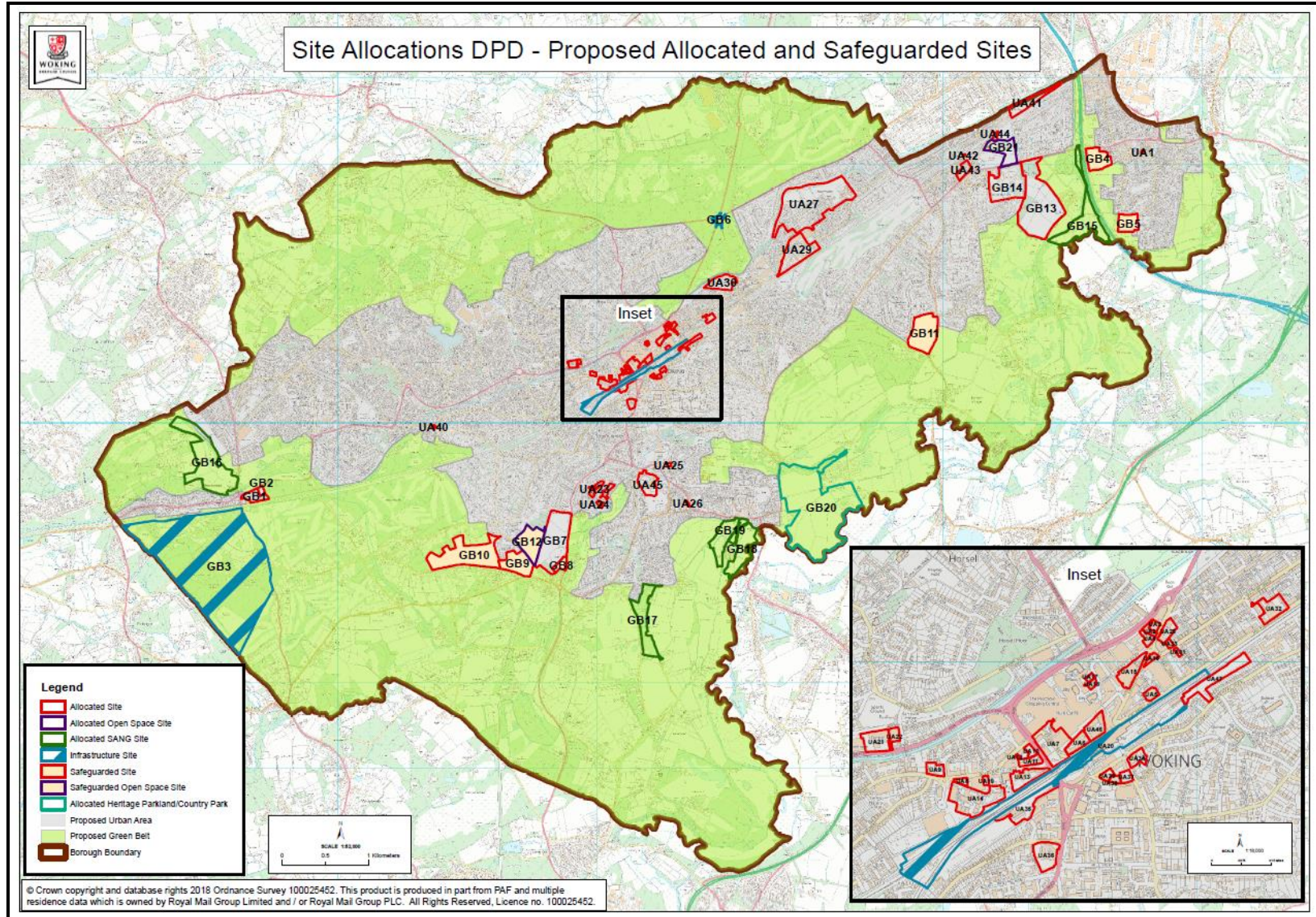
- Social and Community Facilities Audit (draft)
- Social and Community Infrastructure Requirements Study Social and Community Infrastructure Requirements (2005, 2006)

Appendix 2 – Map showing new defensible Green Belt boundary



Appendix 3 – Map showing location of Proposal Sites

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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	SHLAACAN003: King's Court and Thomson House, Church Street East, Woking, GU21 6HA	Offices	6730 sqm net additional office floorspace (9274 sqm gross).
UA5	SHLAACAN002: The Cornerstone, The Broadway and Elizabeth House, Duke Street, GU21 5AS	Residential including Affordable Housing, offices	158 dwellings (SHLAA, 2017) 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 office floorspace (2000 sqm gross) Retail floorspace tbc
UA7	SHLAACAN005: Victoria Square Development, Church Street West, Woking, GU21 6HD	Retail, hotel, medical/offices, residential, infrastructure (new Energy Centre, highway improvements, public open space)	390 dwellings (SHLAA, 2017) Additional retail floorspace (11,000 sqm gross) Medical/office floorspace 190 hotel bed spaces Open space tbc ha.
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	125 dwellings (SHLAA, 2017) 1500 sqm additional office floorspace (10000 sqm gross) Retail floorspace tbc
UA14	SHLAA N/A: Poole Road Industrial Estate, Woking, GU21 6EE	Offices, warehousing, new Energy Station	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: Concorde House, 165 Church Street East, Woking, GU21 6HJ	Offices	800 sqm office floorspace (1800 sqm gross).
UA19	SHLAACAN021: Spectrum House, 56 Goldsworth Road, Woking GU21 6LE	Offices, residential including Affordable Housing	12 dwellings (SHLAA, 2014) Re-provision of existing office floorspace (780 sqm).

UA20	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
UA21	SHLAAHOR001: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	Residential including Affordable Housing	67 dwellings (SHLAA, 2017)
UA22	SHLAAHOR002: 73 Horsell Moor, Horsell, GU21 4NL	Older people residential	34 dwellings (SHLAA, 2017)
UA23	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)
UA24	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)
UA25	SHLAAHOE004: Elmbridge House, Elmbridge Lane, Kingfield, Woking, GU22 9AW	Residential	10 dwellings (SHLAA, 2017)
UA26	SHLAAHOE019: Sherpa House, Kingfield Road, Kingfield, Woking, GU22 9EH	Residential, retail	10 dwellings (SHLAA, 2017) Retail floorspace tbc

UA27	SHLAACAN026: Land within Sheerwater Priority Place , Woking, GU21 5RE	Residential including Affordable Housing, community uses, retail, open space and leisure facilities	376 dwellings (SHLAA, 2017) retail floorspace tbc community floorspace tbc open space and leisure uses tbc
UA28	SHLAACAN016: 101-121 Chertsey Road, Woking, GU21 5BG	Residential including Affordable Housing, offices	104 dwellings (SHLAA, 2017) Re-provision of the existing office floorspace.
UA29	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.
UA30	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.
UA31	SHLAACAN018: 29-31 Walton Road, Woking, GU21 5BX	Residential	10 dwellings (14 gross) (SHLAA, 2017)
UA32	SHLAACAN011: 1 to 5 Elliot Court, North Road, to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL	Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)	77 dwellings (SHLAA, 2017) Re-provision of existing office floorspace
UA33	SHLAACAN017: Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Residential including Affordable Housing, community facility (youth centre)	21 dwellings (SHLAA, 2017) Community facility – re-provision of existing floorspace
UA34	SHLAAMHM001: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Residential including Affordable Housing	88 dwellings (SHLAA, 2017)

UA35	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)
UA36	SHLAA N/A: Quadrant Court, Guildford Road, Woking, GU22 7QQ	Offices	1000 sqm net additional office floorspace
UA37	SHLAAMHM008: Former St Dunstons, White Rose Lane, Woking, GU22 7AG	Retail, residential including Affordable Housing	107 dwellings (SHLAA, 2017) 161 sqm net additional retail floorspace
UA38	SHLAAMHM009: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG	Offices, residential including Affordable Housing	20 dwellings (SHLAA, 2017) Re-provision of the existing office floorspace
UA39	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
UA40	SHLAASTJ004: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	Residential including Affordable Housing	11 dwellings (SHLAA, 2017)
UA41	SHLAAWB003: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	Industrial	10,000 sqm net/gross industrial floorspace (B2)
UA42	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

UA43	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 91 dwellings (SHLAA, 2017). Community floorspace tbc (including retained or replacement Library) Retail floorspace tbc Office floorspace tbc
UA44	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.
UA45	SHLAAHOE001: Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA	Football stadium, Residential including Affordable Housing, and commercial retail	992 net additional dwellings 10,000 sqm commercial retail floorspace Football stadium
UA46	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
UA47	SHLAAMHM003: Car Park (East), Oriental Road, Woking, GU22 8BD	Residential including Affordable Housing and communal open space	At least 250 net additional dwellings (SHLAA, 2017) Open space tbc
Urban Area – alternatives, not recommended for allocation			
n/a	SHLAACAN019 Former Woking Liberal Club, Walton Road, Woking, GU21 5DL	Residential including Affordable Housing	10 dwellings (SHLAA, 2017)

n/a	SHLAAMS011: Former Gas Works, Boundary Road, Woking, GU21 5BX (no new reference because site is excluded from SHLAA 2017)	Industrial use	3,604 sqm warehouse (Employment Topic Paper)
n/a	SHLAAKNA003: BT Telephone Exchange, Bagshot Road, Brookwood, GU21 2RP	Residential development including Affordable Housing	10 dwellings (SHLAA, 2017)
n/a	SHLAABWB005: 94-100 Royston Road, Byfleet, KT14 7QE	Residential development including Affordable Housing	87 dwellings (SHLAA, 2017)
n/a	SHLAABWB006: Works at 11 Royston Road, Byfleet, KT14 7NX	Residential including Affordable Housing	37 dwellings (SHLAA, 2017)
n/a	SHLAABWB007: Wey Retail Park, Royston Road, Byfleet, KT14 7NY	Residential including Affordable Housing	68 dwellings (SHLAA, 2017)
n/a	SHLAABY038: Land to rear of Byfleet Village Hall, High Road, Byfleet, KT14 7QL (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield in dwellings is tbc (SHLAA, 2014) however based on a density multiplier of 60 dph the site could accommodate 17 residential units.
n/a	SHLAABWB001: The Manor School, Magdalen Crescent, Byfleet, KT14 7SR	Residential including Affordable Housing	Yield tbc (SHLAA, 2017)
n/a	SHLAABY065: 96-120 Church Road, Byfleet, KT14 7NF (no new reference because site is excluded from SHLAA 2017)	Residential	10 dwellings (SHLAA, 2014)
n/a	SHLAABWB008: Churchill House and Beaver House, York Close, Byfleet, KT14 7HN	Residential including Affordable Housing	19 dwellings (SHLAA, 2017)
n/a	SHLAAGE023: Part of car park at Goldsworth Park Centre, Denton Way, Woking, GU21 3LG (no new reference because site is excluded from SHLAA 2017)	Residential	10 dwellings (SHLAA, 2014)
n/a	SHLAAKN026: Car park opposite The Vyne, Reading Way, Knaphill, GU21 2DU (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	18 dwellings (SHLAA, 2014)

n/a	SHLAAMHE013: Car park (west) and signalling station, Oriental Road, Woking, GU22 7AE (no new reference because site is excluded from SHLAA 2017)	residential including Affordable Housing and open space	At least 170 dwellings (calculated at 200 dph)
n/a	SHLAACAN046: Land at Albion House, High Street, Woking, GU21 6BD	Mixed-use development to comprise residential including Affordable Housing, offices and retail	50 dwellings (SHLAA, 2017) Retail and office – re-provision of existing
n/a	SHLAACAN006: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6BW	Mixed-use development to comprise residential including Affordable Housing, offices and retail	50 dwellings (SHLAA, 2017) Retail and office – re-provision of existing
n/a	SHLAAGE062: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ (no new reference because site is excluded from SHLAA 2017)	Mixed-use development to comprise residential including Affordable Housing and community use	78 (SHLAA, 2014)
n/a	SHLAAMHM003: Car Park (east), Oriental Road, Woking, GU22 8BD	Residential including Affordable Housing	250 dwellings (SHLAA, 2017)
n/a	SHLAAMHM007: 11-15 Guildford Road, Southern/Jubilee/Lynton House Station Approach, Woking, GU22 7PX	Mixed-use development to comprise residential including Affordable Housing, offices and retail	90 dwellings (SHLAA, 2017) Retail and office
n/a	SHLAAMHM010: Coroner's Court, Station Approach, Woking, GU22 7YL	Mixed-use development to comprise residential including Affordable Housing and offices	48 dwellings (SHLAA, 2017) Office
n/a	SHLAAMHE016: Lion House and car park, Oriental Road, Woking, GU22 7BA (no new reference because site is excluded from SHLAA 2017)	Mixed-use development to comprise residential including Affordable Housing and offices	Yield in dwellings is tbc (SHLAA, 2014) however using 35 dph as the mid point of Policy CS10 indicative density range of 30-40 dph gives an indicative yield of 19 dwellings. Office – re-provision of existing
n/a	SHLAABWB025: 1, 3, 5, 7, 9, 11, 13 and 15 Old Woking Road, West Byfleet, KT14 6LW	Mixed use development to comprise retail and residential including Affordable Housing	8 dwellings (SHLAA, 2017) Retail – re-provision of existing

n/a	SHLAACAN031: Land over Woking Railway Station, Station Approach. Woking, GU22 7AE	Mixed use development to comprise of residential including Affordable Housing, offices and retail	Yield in dwellings is tbc (SHLAA, 2017) however anticipate this would be less than 292 dwellings. Office floorspace tbc Retail floorspace tbc
n/a	SHLAAPYR001: Monument Hill Playing Fields, Alpha Road, Woking, GU22 8HF	Residential including Affordable Housing	Yield tbc (SHLAA, 2017)
n/a	SHLAABWB019: Phoenix House, Pyrford Road, West Byfleet, KT14 6RA	Residential including Affordable Housing	10 dwellings (SHLAA, 2017)
n/a	SHLAAWB025: Electricity Sub Station, Birch Walk, West Byfleet, KT14 6EJ (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	36 dwellings (SHLAA, 2014)
n/a	SHLAAMS021: Electricity Sub Station, North Road, Woking, GU21 5HS (no new reference because site is excluded from SHLAA 2017)	residential including Affordable Housing	Yield tbc (SHLAA, 2014) but anticipate approximately 12 dwellings.
n/a	SHLAAWB017: Camphill Industrial Estate and Apex Court, Camphill Road, West Byfleet, KT14 6EB (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	166 dwellings (SHLAA, 2014)
n/a	SHLAACAN032: 79-87 Goldsworth Road, Woking GU21 6LJ	Mixed-use development to comprise retail and residential including Affordable Housing	16 dwellings (SHLAA, 2017) Retail floorspace tbc
n/a	SHLAA N/A: West Byfleet Railway Station Car Park	Residential including Affordable Housing	Yield tbc
n/a	SHLAA N/A: Open land at Blackmore Crescent, Sheerwater	Residential including Affordable Housing	Yield tbc
n/a	SHLAA N/A: Pyrford Cricket Ground and Village Hall	Residential including Affordable Housing and Village Hall	Yield 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	85 dwellings (SHLAA, 2017) Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
GB5	SHLAABWB011: Land to the south of Rectory Lane, Byfleet KT14 7NE	Residential including Affordable Housing, public open space, landscaping and recreation areas	135 dwellings on net developable area of 3 ha. (SHLAA, 2017) The Green Belt boundary review comments that sites identified in parcel 6 (including this site) form part of a wider masterplanned area owned a developer which contains public open space and recreation areas and that the parcel could also include a Gypsy and Traveller site.
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	188 dwellings (SHLAA, 2014) 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	residential including Affordable Housing, retail and community use	50 dwellings (SHLAA, 2014) Retail/community facilities – floorspace tbc
GB9	SHLAAHEA018: Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	residential including Affordable Housing and open space	171 dwellings (SHLAA, 2014) 1.86 ha open space.
GB10	SHLAAHEA019: Land to the north west of Saunders Lane, Mayford, GU22 0NN	residential including Affordable Housing and open space	210 dwellings (SHLAA, 2014) 3.2 ha open space
GB11	SHLAAOPYR003: Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ	Residential including Affordable Housing and open space	223 (SHLAA, 2014) 4 ha. open space.
GB12	SHLAAHEA002: Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	Green infrastructure/open space	Green infrastructure/open space
GB13	SHLAAABWB030: 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
GB14	SHLAAABWB018: 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	Residential yield is 155 (SHLAA, 2017) Offices and research – employment development comprising around 16,722 sqm offices). Potential to reuse existing floorspace and deliver remaining extant permitted floorspace, no additional capacity assumed beyond this by Employment Topic Paper)

GB15	SHLAA N/A: Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	Suitable Accessible Natural Greenspace (SANG)	1.5 hectare SANG
GB16	SHLAA N/A: Brookwood Farm SANG, adjacent to Brookwood Farm Drive, Brookwood, GU21 2TR	Suitable Accessible Natural Greenspace (SANG)	24.8 hectare SANG
GB17	SHLAA N/A: Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB	Suitable Accessible Natural Greenspace (SANG)	17.4 hectare SANG
GB18	SHLAA N/A: First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.9 hectare SANG
GB19	SHLAA N/A: Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	Suitable Accessible Natural Greenspace (SANG)	9.52 hectare SANG
GB20	SHLAA N/A: Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Heritage Parkland/Country Park	65.7 ha. open space / country park
GB21	SHLAA N/A: West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Open space	6.42 ha. open space
Green Belt – alternatives, not recommended for allocation			
n/a	SHLAAKNA005: The Meadows, Bagshot Road, Brookwood, GU21 2RP	Residential including Affordable Housing	Yield tbc (SHLAA, 2017), however around 15 residential dwellings are calculated at an indicative density of 30dph.
n/a	SHLAAABR0030: Blackhorse Road and Heath House Road, Brookwood, GU22 0QT (no new reference because site is excluded from SHLAA 2017) SHLAAHEA033: Land to the Southwest of Blackhorse Road/Heath House Road	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014) however around 12 residential dwellings are calculated at an indicative density of 30dph, based on the total site area. Yield tbc (SHLAA, 2017)

n/a	SHLAABR0034: Land at the corner of Heath House Road and Rough Road, Woking, GU22 0RB (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 24 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA030: Land to the rear of Hook Heath Road, Hook Heath, Woking GU22 0LF	Residential including Affordable Housing and open space	Anticipated capacity is less than 10 dwellings (below site allocation threshold). The site is recommended for removal from the Green Belt. Any development proposals will be determined on their own merits. Tbc ha. open space
n/a	SHLAABWB029: Land at Summer Close, Byfleet, KT14 7RY	Residential including Affordable Housing, open space and landscaping	Up to 130 dwellings (SHLAA, 2017) based on net developable area of up to 3.7 ha. Tbc ha. open space
n/a	SHLAAKN029: Land at Lynbrook, Chobham Road, Knaphill, GU21 2QF (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2014), however 441 residential dwellings are calculated at an indicative density of 30dph based on the site area. Tbc ha. open space
n/a	SHLAAKNA009: Land adjacent to 1-6 Littlewick Cottages, Littlewick Common, Knaphill, GU21 2EX	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 65 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKNA010: Land at The Mount, Chobham Road, Knaphill, GU21 2TX	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 120 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKNA015: Stanley Farm, Corner of Limecroft Road and Chobham Road, Knaphill, GU21 2QF	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 38 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAKNA004: Land off Carhouse Lane, Knaphill, GU21 4XS	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 250 residential dwellings are calculated at an indicative density of 30dph based on the site area.

n/a	SHLAABY069: Byfleet Mill, Mill Lane, Byfleet, KT14 7RR (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 111 residential dwellings are calculated at an indicative density of 30dph based on the net site area of 3.7 ha.
n/a	SHLAABWB017: Land to the south of Murrays Lane, Byfleet, KT14 7NE	Residential accommodation for the Traveller community	4 pitches
n/a	SITE/0090/BYFL, Scout Hut, Murrays Lane, Byfleet, KT14 7NE	Community facility (scout hut), open space and agricultural/grazing	4.2 ha open space or grazing / agricultural Scout hut – as permitted
n/a	SHLAAHOR003: Woodham Court, Martyrs Lane, Woking, GU21 5NJ	Mixed-use development to comprise of residential including Affordable Housing and research and development (materials and science related)	Yield is tbc (SHLAA, 2017), however 105 residential dwellings are calculated at an indicative density of 30dph based on the total site area. Specialised light industrial units – floorspace tbc
n/a	SHLAAHOR010: The Hoyt, Land adjacent to 462 Woodham Lane, Woking, KT15 3QA	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 59 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHOR006: Land to the rear of Woking Community Recycling Centre, Martyrs Lane, Woking, GU21 5NJ (Safeguarded SCC Waste Site)	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however up to 270 residential dwellings are calculated at an indicative density of 30dph based on total site area (although developable area could be less).
n/a	SHLAAHOR011: Land to the east of Martyrs Lane, Woking, GU21 5NJ	Residential including Affordable Housing	Up to 1,200 residential dwellings are calculated at an indicative density of 30dph based on total site area (although developable area could be less).
n/a	SHLAA N/A: Hoe Valley SANG, Westfield Avenue, Woking, GU22 9PG	Suitable Accessible Natural Greenspace (SANG)	Tbc hectare SANG

n/a	SHLAAHEA014: Compound, New Lane, Sutton Green, GU4 7QF	Residential accommodation for the Traveller community	Yield is tbc (SHLAA, 2017). Estimate 3 pitches
n/a	SHLAAHEA015: Land adjacent to Maybourne Rise, Mayford, Woking, GU22 0SH	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 73 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAMSG013: Silverly, Pyle Hill, Woking, GU22 0SR (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 14 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA017: Sunhill House, Hook Hill Lane, Woking, GU22 0PS	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 22 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA020: Land between Homespun and Little Yarrows, Guildford Road, Woking, GU22 0SD	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 128 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA016: Land to the south of Mayford Grange, Westfield Road, Woking, GU22 9QR	Residential including Affordable Housing and potentially specialist accommodation	Yield is tbc (SHLAA, 2017), however 51 residential dwellings are calculated at an indicative density of 30dph based on the site area. This particular site could support the delivery of extra care accommodation as an extension of the existing Mayford Grange site.
n/a	SHLAAHEA023: Havering Farm, Guildford Road, Mayford, Woking, GU4 7QA	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 58 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA027: Runtley Wood Farm, off New Lane, Sutton Green, Woking, GU4 7QQ	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2017), however 554 residential dwellings are calculated at an indicative density of 30dph based on the total site area (excluding open space).

n/a	SHLAAMSG038: Land to the south of Smart's Heath Road, Woking, GU22 0NP (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 126 residential dwellings are calculated at an indicative density of 30dph based on the site area excluding open space.
n/a	SHLAAHEA031: Land to the north east of Hedge Cottage, Saunders Lane, Mayford, Woking, GU22 0NT	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 79 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEA029: Land to the south of Moor Lane, Woking, GU22 9RB	Residential including Affordable Housing and open space	Yield is tbc (SHLAA, 2017), however 1200 residential dwellings are calculated at an indicative density of 30dph based on the site area excluding open space and other supporting facilities. Tbc ha. open space
n/a	SHLAA n/a: Mayford Village SANG, land to the south of Mayford Village, Egley Road, Woking, GU22 0SD	Suitable Accessible Natural Greenspace (SANG)	Tbc hectare SANG
n/a	SHLAAHEA012: Land to the south of Old Woking Road (Shey Copse), GU22 8HR	Residential including Affordable Housing	Yield is tbc (SHLAA, 2014), however 57 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHOE16: Land to the south of Carters Lane, Old Woking, GU22 8JQ	Open space, leisure and recreational use	Yield is tbc (SHLAA, 2017) Tbc ha. open space, leisure and recreational use
n/a	SHLAAPYR005: Warren Farm Mobile Home Park, Warren Lane, Pyrford, GU22 8XF	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 102 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAHEW006: Land east of A320 (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc
n/a	SHLAA n/a: Byfleet Cricket Ground and Playing Fields (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc

n/a	SHLAA n/a: Land east of Egley Road	Residential including Affordable Housing	Yield is tbc
n/a	SHLAA n/a: Land at Tulip Trees, near Ascan Croft, St Johns Lye (no new reference because site is excluded from SHLAA 2017)	Residential including Affordable Housing	Yield is tbc
n/a	SHLAHEA035: Land at Butlers Well, Pyle Hill, Woking, GU22 0SR	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017)
n/a	SHLAAPYR002: The Brambles, Pyrford Road, West Byfleet	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017)
n/a	SHLAAPYR006: Cranfield Cottage Paddock, Pyrford Road, Pyrford, GU22 8UT	Residential including Affordable Housing	Yield is tbc (SHLAA, 2017), however 32 residential dwellings are calculated at an indicative density of 30dph based on the site area.
n/a	SHLAAPYR004: Land at Upshot Lane, Pyrford, GU22 8QZ	Residential including Affordable Housing and open space	200 dwellings (SHLAA, 2017) 7.9 ha. open space
n/a	SHLAAHEA022: Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP	Traveller pitches	Yield is tbc (SHLAA, 2017) Up to 12 additional permanent pitches

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	Kings Court and Thomsen House, Church Street East, Woking, GU21 6HA	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
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 6BW	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)
UA7	Victoria Square Development, Church Street West, Woking, GU21 6HD	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS15 Sustainable economic development, CS17 Open space green infrastructure sport recreation, 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
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

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)
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
UA17	Griffin House, West Street, Woking, GU21 6BS	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA19	Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ	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
UA20	Woking Railway Station, car park and bus/rail interchange, High	CS16 Infrastructure delivery, CS18 Transport and accessibility	Objective 11 Provide integrated effective transport interchange

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)
	Street, Broadway and Station Approach, Woking, GU22 7AE		
UA21	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
UA22	73 Horsell Moor, Horsell, GU21 4NL	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing, CS13 Older people and vulnerable groups	Objective 3 Enable provision of well designed homes
UA23	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
UA24	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), 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)
UA25	Elmbridge House, Elmbridge Lane, Kingfield	CS10 Housing provision and distribution, CS11 Housing mix, CS12 Affordable housing	Objective 3 Enable provision of well designed homes
UA26	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,
UA27	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
UA28	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

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)
UA29	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
UA30	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
UA31	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
UA32	1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road and 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

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	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
UA34	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
UA35	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
UA36	Quadrant Court, Guildford Road, Woking, GU22 7QQ	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA37	Former St Dunstons, White Rose Lane, Woking, GU22 7AG	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 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)
UA38	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
UA39	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
UA40	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
UA41	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	CS15 Sustainable economic development	Objective 5 Enable a buoyant local economy
UA42	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

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)
UA43	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
UA44	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
UA45	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
UA46	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
UA47	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

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)
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
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

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)
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
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB9	Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NN	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB10	Land to the north west of Saunders Lane, Mayford, GU22 0NN	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB11	Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, Surrey, GU22 8QZ	CS6 Green Belt	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)
GB12	Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS	CS6 Green Belt	Objective 4 Protect integrity of the Green Belt
GB13	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
GB14	Broadoaks, 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
GB15	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
GB16	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)
GB17	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
GB18	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
GB19	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
GB20	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
GB21	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

Appendix 6 - 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.

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.

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.

COUNCIL – 18 OCTOBER 2018

LOCAL DEVELOPMENT SCHEME (LDS)

Executive Summary

The report proposes a revision to the Local Development Scheme (LDS) to reflect the time that it has taken to undertake the further work requested by the Local Development Framework (LDF) Working Group and Council regarding the potential safeguarding of the land east of Martyrs Lane. This work has been necessary to inform decisions on the Site Allocations Development Plan Document (DPD). The basis for the revision is to provide an up-to-date timetable for the preparation of the Site Allocations DPD that is realistic and achievable. The LDS is a programme management plan for the preparation of the Council's Local Development Documents. It lists the Local Development Documents (LDDs) that the Council wishes to produce, when they will be produced and how their production will be managed. Members should note that as the Development Management Policies DPD has been adopted, reference to it in the current LDS has been deleted. The revised LDS is in Appendix 1.

Recommendations

The Council is requested to:

RESOLVE That

- (i) the proposed revisions to the LDS be approved and the revised LDS as set out in Appendix 1 be adopted to provide an up to date timetable for the preparation of the Site Allocations DPD; and
- (ii) authority be delegated to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning, to approve any minor changes to the revised LDS to reflect new information, including national guidance before it is adopted;

The Council has the authority to determine the recommendations set out above.

Background Papers: Local Development scheme (February 2016).
Statement of Community Involvement
Draft Site Allocations Development Plan Document
Consultation of land east of Martyrs Lane
Woking Core Strategy

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Date Published: 10 October 2018

1.0 Introduction

- 1.1 The Council is required by Government to produce a Local Development Scheme (LDS), which sets out a programme management plan for the preparation of its Local Development Documents (LDD). It identifies the LDDs that will be produced by the Council and the timescales for delivering key milestones of their preparation. The Council's current main focus is the preparation of the Site Allocations DPD to ensure the comprehensive delivery of the Core Strategy. The Proposals Map will also have to be amended to reflect the sites that are being allocated for future development and infrastructure provision.
- 1.2 The Council's performance in meeting the key milestones is monitored. The extent to which various Development Plan Documents of the LDDs are prepared in accordance with timescales set out in the LDS is one of the legal requirements which the Council will have to demonstrate at an Examination in Public that it has met. The proposed revisions to the LDS aim to make sure that the risk of preparing the Site Allocations DPD which is then found to be unsound through the examination process is minimised.
- 1.3 The LDS was last reviewed in February 2016 to take into account the time it took to respond to the representations received during the Regulation 18 consultation on the Site Allocations DPD. This needs to be updated to reflect the further work and consultation requested by the LDF Working Group and Council regarding the potential safeguarding of the land east of Martyrs Lane. To make decisions about the Site Allocations DPD, it is important that Members feel they are adequately informed. The further work will help towards achieving this objective
- 1.4 Local Development Schemes are no longer required to be approved by the Secretary of State to bring it into effect. This is part of the changes to the planning system made by the Government. The responsibility to adopt the LDS rests entirely with the Council. The adopted LDS will have to be published on the Council's website for public information. Members should note that the Ministry for Housing, Communities and Local Government has requested to be notified of the revised dates for the preparation of the Site Allocations DPD.
- 1.5 The LDS charts the path for the subsequent stages of its preparation. Members are reminded that the current approved LDS is on the Council's website if they wish to compare the two timetables to appreciate the extent of the delay caused by the further work. At this stage, it is not expected that the slippage to the original timetable set out in the approved LDS will significantly undermine the overall delivery of the Core Strategy
- 1.6 Financial resources are already in place through the Investment Programme to meet the cost of the work programme identified in the current approved LDS. It is not expected that the proposed changes to the LDS will require additional resources than what has already been identified

2.0 Summary of key stages for the preparation of the Site Allocations DPD

- 2.1 A summary of the key stages for the preparation of the Site Allocations DPD with specific timetable are set out in Table 1.

Table 1

Key stage of the DPD process	Dates for the preparation of the Site Allocations DPD
Publish Publication version of the draft Site Allocations DPD for Regulation 19 consultation.	October 2018/November 2018

Submit draft Site Allocations DPD to the Secretary of State	June/July 2019
Examination of DPD	Winter 2019
Adoption of DPD	Early 2020

2.2 The LDF Working Group has considered the report and is supportive of the proposed timescales and the recommendations of the report.

3.0 Next steps

3.1 Subject to Council approving the recommendations of the report, the LDS will be published on the Council’s website and will become the basis upon which the Council’s performance on the preparation of the Site Allocations DPD will be measured.

4.0 Implications

Financial

4.1 No additional financial implications.

Human Resource/Training and Development

4.2 No additional human resource/training and development implications.

Community Safety

4.3 There are no community safety implications.

Risk Management

4.4 The Site Allocations DPD is fundamental to the delivery of the Core Strategy. In particular, it will identify specific sites to ensure the delivery of the Core Strategy proposals. It is important that they are prepared expeditiously to realistic timescales. Adequate public involvement is critical to the preparation of the DPD and the Government certainly put such involvement at the heart of the DPD process. It is vital that sufficient time is build into the timescale to meet this test. It is also important that the DPD is informed by adequate evidence, which the further work requested by the Working Group and Council will contribute. There will be significant risk if the Council fails to review the LDS to allow adequate time to reflect the time it took to undertake the further work and consultation requested by the Working Group and Council as DPDs are required to be prepared in accordance with timescales set out in an approved LDS.

Sustainability

4.5 There are no specific sustainability impacts associated with revising the work programme. See Sustainability Impact Assessment.

Equalities

4.6 There are no specific equality impacts associated with revising the work programme. See Equality Impact Assessment.

Safeguarding

- 4.7 There are no safeguarding issues associated with revising the timescales for delivering the work programme.

5.0 Conclusions

- 5.1 Woking Borough Council is required to prepare a Local Development Scheme in accordance with the Planning and Compulsory Purchase Act (2004). This sets out specific timescales for the preparation of identified LDDs. The Site Allocations DPD is a key LDD to ensure the delivery of the Core Strategy. It is important that the LDS is revised to accommodate the time needed to undertake the further work requested by the LDF Working Group. If the LDS is not revised to reflect a more realistic and deliverable work programme there is a risk that the Council's performance will be measured against an out of date and unachievable work programme. This will have implications on the legal requirements to be satisfied to get a sound DPD as it is required to be prepared in accordance with timescales set out in an approved LDS.

REPORT ENDS



WOKING LOCAL DEVELOPMENT FRAMEWORK

LOCAL DEVELOPMENT SCHEME

October 2018



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1.0 Introduction

1.1 What is the Local Development Scheme?

1.1.1 The Local Development Scheme (LDS) is a programme management plan, which sets out a timetable for the production of Development Plan Documents that will form part of the Local Development Documents (LDD). Development Plan Documents contain planning policies and proposals and are subject to examination by an Independent Planning Inspector.

1.1.2 The purpose of LDDs is to provide the planning policy framework for Woking. The documents that make up the LDD will, collectively, deliver the spatial planning strategy for Woking Borough, integrating it with other policies and programmes. LDD policies will be used to inform the determination of planning applications considered by the Local Planning Authority.

1.1.3 The Core Strategy is the main Development Plan Document within the LDDs. It sets out the strategic policy framework for new development in the Borough. The Council adopted the document at its meeting on 25 October 2012. The Council has also adopted a Development Management Policies Development Plan Document to provide detailed policies to help determine day to day planning applications. This was adopted in October 2016.

1.1.4 The LDS includes reference to the preparation of the following additional Development Plan Documents. The timescales for the preparation of these documents is set out in Table 1.

- Site Allocations Development Plan Document (DPD)
- Proposals Map.

1.1.5 The Council has already adopted a number of Supplementary Planning Documents (SPDs) and plans to prepare a number of others. Further details of these can be found on the Planning Policy pages of the Council's website at <http://www.woking2027.info/supplementary>. SPDs provide guidance on the application of planning policies that are set out in DPDs.

1.1.6 On 5 February 2015, the Council adopted a revised Statement of Community Involvement, which sets out when and how people will be involved during the preparation of the documents making up the LDDs. The Statement of Community Involvement is available to view on the Council's website.

1.2 What are the main sources of current planning policies for Woking?

1.2.1 The development plan for Woking comprises:

- Saved policies of the South East Plan (Policy NRM6);
- The adopted Core Strategy (2012);
- The Development Management Policies DPD;
- Adopted Neighbourhood Plans; and
- The Minerals and Waste Development Framework prepared by Surrey County Council.

- 1.2.2 The South East Plan was published on 6 May 2009. It has since been revoked with the exception of Policy NRM6 on the Thames Basin Heaths Special Protection Areas.
- 1.2.3 The Core Strategy was adopted by Council on the 25th October 2012. Although the majority of Local Plan (1999) policies were superseded by the Core Strategy, a number of policies had been saved for continued use as part of the LDDs until they are superseded by relevant policies in Development Plan Documents. A list of these policies is detailed in Appendix 6 of the Core Strategy. These policies are now superseded by the combination of the policies of the Core Strategy and the Development Management Policies DPD. There is a statutory requirement to review local plans every five years. Given that the Core Strategy is just over five years old, the Council will be undertaking the review to assess whether any future updates are necessary. If updates are justified, a timetable will be agreed and reflected in the LDS.
- 1.2.4 The County Council, as the minerals and waste planning authority for Surrey, is required to produce a Minerals and Waste Development Framework (MWDF). This comprises the Surrey Waste Plan (2008), the Surrey Minerals Plan Core Strategy DPD and Primary Aggregates DPD (2011), the Aggregates Recycling Joint DPD (2013) and the Surrey Minerals Plan Minerals Site Restoration SPD (2011). The Aggregates Recycling Joint DPD has been found sound and was adopted by the County Council in February 2013. Surrey County Council is now in the process of reviewing its waste and minerals plans.
- 1.2.5 In addition the Council has the following Supplementary Planning Guidance (SPG), which will continue to apply. There is an on-going work to review these SPDs.
- Plot-Subdivision: Infilling and Backland Development (March 2000)
 - Outlook, Amenity, and Privacy (July 2008)
 - Parking Standards (April 2018)
 - Residential Boundary Treatment (July 2000)
 - Telecommunication Masts and Antennae (November 2000)
 - House Extensions (November 2001)
 - Housing density (March 2000)
 - Mount Hermon Conservation Area - Character Appraisal & Design Guidance (September 2001)
 - Old Woking Conservation Area - Character Appraisal & Design Guidance (September 2001)
 - High Density Housing Development (April 2003)
 - Ashwood Road Conservation Area Statement - Character Appraisal & Design Guidance (March 2003)
 - Byfleet Corner/Rosemount Parade and Station Approach, West Byfleet - Conservation Areas - Character Appraisal & Design Guidance (March 2003)
 - Horsell Conservation Area - Character Appraisal & Design Guidance (July 2002)
 - Pond Road Conservation Area Statement - Character Appraisal & Design Guidance (July 2002)
 - St Johns Conservation Area
 - Wheatsheaf Conservation Area.

2.0 Annual Monitoring Report

- 2.1 The Council is required to monitor annually how effective its policies and proposals are in meeting the objectives of the Core Strategy. The AMR covers the financial year and is published by the Council at the end of December.
- 2.2 Through the AMR, the Council will assess:
- whether the timetable for producing DPDs is on track and, if not, the reasons why;
 - what impact DPD policies, in addition to saved policies of the Woking Borough Local Plan, are having on other targets set at national, regional or local level;
 - whether any policies need to be modified or replaced to meet sustainable development objectives;
 - what action needs to be taken if policies need to be modified or replaced.
- 2.3 As a result of monitoring, the Council will consider what changes, if any, need to be made and will bring forward any such changes through the future reviews of the LDS.
- 2.4 Table 2 provides more information about the Development Plan Document that the Council intends to prepare.
- 2.5 The current Proposals Map (with inset maps, see <http://www.woking2027.info/map>) is the version that forms part of the adopted Core Strategy and the Development Management Policies DPD. This also shows adopted policies of the Surrey Waste Plan 2008 and Surrey Minerals Plan Core Strategy DPD and Primary Aggregates DPD (2011). This map will be updated each time a DPD that requires an amendment to the Proposals Map is adopted.

TABLE 1

TIMETABLE FOR THE PRODUCTION OF PROPOSED DEVELOPMENT PLAN DOCUMENTS

Document Title	Status	Brief Description	Chain of Conformity	Consult statutory bodies on scope of Sustainability Appraisal	Consultation on draft DPDs (Reg.18)	Publication of Submission draft DPDs (Reg. 19)	Date for Submission to S of S	Estimated Date of Pre-Hearing Meeting	Estimated Date of Examination	Estimated Date for Adoption	Update Proposals Map
Proposals Map	Development Plan Document									Early 2020	As required on adoption of following DPDs
Site Allocations Development Plan Document	Development Plan Document	Site Allocations DPD identifies sites for period to 2027 and safeguard sites for period between 2027 and 2040.	With Saved Policy of SE Plan, Surrey Minerals and Waste Plans and Core Strategy and the National Planning Policy Framework.	March-April 2011 and January - February 2014 (ongoing)	June 2015 – July 2015	October 2018/ November 2018	June/July 2019	Summer 2019	Winter 2019	Early 2020	Early 2020

TABLE 2	
Site Allocations DPD and accompanying Proposals Map	
Overview	
Role & Subject	<p>Site Allocations DPD to identify and allocate sites for development. To identify sufficient employment and housing land and infrastructure to cover the period to 2027, in accordance with requirements, vision and spatial strategy set out in the Core Strategy. It also safeguards land to meet future development needs between 2027 and 2040.</p> <p>The Proposals Map will be amended to reflect the requirements of the adopted Site Allocations DPD.</p>
Coverage	Borough-wide including site-specific allocations.
Status	Development Plan Document.
Relationship to Proposals Map	The Proposals Map will illustrate geographically policies and proposals of the DPD. The Proposals Map will be updated upon adoption of the DPD.
Relationship to Woking Core Strategy 2012	Site Allocations will allocate specific sites to deliver the requirements of the Core Strategy. Saved policy WTC24 of the 1999 Local Plan will be superseded by this document.
Conformity	With the Saved Policy of the South East Plan and adopted Core Strategy, in accordance with national planning guidance and having regard to the Surrey Sustainable Community Strategy and the Woking Sustainable Community Strategy.
Timetable for the Site Allocations DPD	
Stage	Dates

TABLE 2	
Site Allocations DPD and accompanying Proposals Map	
	Timetable for Site Allocations DPD
Consult statutory bodies on scope of Sustainability Appraisal	March-April 2011 and January - February 2014
Consultation during preparation	February - July 2013, and March – May 2014 and on-going throughout the process
Consultation on draft Site Allocations DPD (Reg. 18)	June 2015 – July 2015
Publication of Submission draft Site Allocations DPDs (Reg. 19)	October 2018/November 2018
Submission of Site Allocations DPD	June/July 2019
Estimated Date of Examination	Winter 2019
Estimated Date For Adoption	Early 2020
Update Proposals Map	Early 2020
Arrangements for Production	
Organisational Lead	Planning Policy Manager
Political Management	<ul style="list-style-type: none"> • Executive Committee Decision for all pre-submission stages. • Local Development Framework Working Group will review evidence and results of consultation and make recommendation to Executive. • Full Council Resolution required for submission and adoption stages.
Internal Resources	<ul style="list-style-type: none"> • Planning Policy Team • Representatives from Development Management • Development Manager. • Housing Manager. • Economic Development. • Neighbourhood Services.
External Resources	<ul style="list-style-type: none"> • Consultants as required to provide specialised evidence base. • Consultants will be brought in to assist with Examination work if required. • Surrey County Council. • Environment Agency. • Natural England. • English Heritage.
Stakeholder Resources	<ul style="list-style-type: none"> • The Joint Committee • Representatives of stakeholder groups to attend meetings and focus groups. • Development industry expertise.

TABLE 2	
Site Allocations DPD and accompanying Proposals Map	
	<ul style="list-style-type: none"> • Technical advice needed from specific consultation bodies. • Developers Forum. • Residents Association. • Neighbourhood Forums • Chamber of Commerce
Community and Stakeholder Involvement	Prior to consultation, specific and general consultation bodies will be canvassed for their views on key stages of the process and advice will be sought from the Development industry about whether the emerging issues reflects their aspirations.

Supporting Statement

3.0.1 This statement explains and justifies the approach set out in the LDS. In addition, it explains how resources and the evidence base will be managed across the programme.

3.1 About the area

3.1.1 The Borough of Woking covers 6,400 hectares. It mainly comprises a continuous urban area, centred on Woking Town Centre but stretching from Byfleet and West Byfleet in the east to Knaphill in the west, surrounded by open Green Belt countryside. Within the surrounding countryside there are small settlements, the largest of which are the villages of Brookwood and Mayford. The area protected by Green Belt comprises around 60% of the Borough.

3.2 Strategic Planning Context

3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

3.2.2 The Saved Policy of the South East Plan requires the Council to take account of Policy NRM6 on Thames Basin Heaths Special Protection Area. All other policies are revoked.

3.2.3 The Council ensured that the Core Strategy (October 2012) was in conformity with the South East Plan (May 2009) and NPPF (March 2012).

3.3 The Sustainable Community Strategy & Other External Strategies

3.3.1 The Woking Community Strategy has been updated on an ongoing basis with key partners since it was first published in 2002. It was last reviewed alongside the preparation of the Core Strategy, and in the light of the Surrey Sustainable Community Strategy and Local Area Agreement for Surrey.

3.3.2 The LDDs have had regard to the Sustainable Community Strategies for both Woking and Surrey and will ensure that land-use requirements arising from the Woking Sustainable Community Strategy are addressed. The Council has published Woking 2050. Its provisions will be taken into account in preparing LDDs.

3.3.3 There are economies of scale in synchronising community and stakeholder engagement for both the Woking Sustainable Community Strategy and Local Development Documents, provided statutory requirements for consultation are met. The Council will always explore opportunities to do so where relevant.

3.3.4 To this end, the Local Strategic Partnership (LSP) was actively engaged in preparation of the Statement of Community Involvement (SCI), which sets out when and how stakeholders and the community will be engaged in the preparation of the documents that make up the LDDs. The Woking Partnership no longer exists in its original form. Most of its functions are now taken over by the Joint Committee of Woking Borough Council and Surrey County Council. The Joint Committee will be consulted on planning policy matters where relevant.

3.3.5 The LDDs will be prepared taking into account other Council strategies that have land-use implications. These include:

- Housing Strategy
- Cultural Strategy
- Community Safety Strategy
- Climate Change Strategy

- Economic Development Strategy
- Natural Woking 2016 (the Council's biodiversity and Green Infrastructure Strategy).

3.3.6 The Surrey Local Transport Plan will have a key influence on future development patterns. Surrey County Council Highways and Woking Borough Council have set up Transport for Woking, a partnership also involving rail, bus and community transport operators amongst others, to ensure that land use and transport implications of growth are considered and addressed together. The decisions of this partnership will inform the development of LDDs. The activities of Transport for Woking have now been taken over by the Joint Committee.

3.3.7 In addition to the above there are other public sector strategies relating to health, education, community etc. provision that will have land use implications that will influence future development patterns. These will continue to be monitored.

3.4 Joint Working/the Duty to Cooperate

3.4.1 Paragraphs 178 to 181 of the NPPF set out public bodies' for the duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities.

3.4.2 It is not the intention of the Council to set up a joint planning board with neighbouring authorities but to meet with relevant authorities on an individual or collective basis as required to facilitate effective cooperation. The Council has a track record of working effectively with neighbouring authorities and with the County Council. In addition the Council responds in an effective and timely manner to all requests received for cooperation and invitations to discuss strategic issues of common interest.

3.4.3 It is not proposed to prepare any joint local development documents requiring adoption of one document by all parties.

3.4.4 The Borough Council will continue to work with neighbouring authorities to assess the impacts of proposed future development on Special Protection Areas and Special Areas of Conservation.

3.4.5 More information on the Council's cooperation on strategic plan-making matters under the Duty to Cooperate will be made available in the Annual Monitoring Report.

3.5 Resources

3.5.1 The following in-house resources will be made available for preparing Local Development Documents.

- | | |
|---|-----|
| • Planning Policy Manager | 40% |
| • 2 x Senior Planning Policy Officers (1.5 fte) | 90% |
| • 2 x Planning Policy Officers (one 0.5 fte, one 0.4 fte) | 90% |
| • 1 x Planning Policy Officer | 90% |

3.5.2 Consultants will be engaged on specific projects where there is a lack of expertise or capacity in house, subject to the LDF budget provisions.

3.5.3 Adequate resources will be made available where possible (see 3.8.1) to cover the work necessary to produce the documents set out in this LDS.

3.6 Programme Management & Responsibilities

3.6.1 Tables 1 and 2 above set out the timetable for DPD production. At this stage, assumptions have had to be made about the exact availability of the Planning Inspectorate to hold the examinations but arrangements will be firmed up as work progresses.

- 3.6.2 The details set out in Section 3 identify management responsibilities for each area of work. The key contact is the Planning Policy Manager, who is responsible for programme overview; overseeing stakeholder and community engagement; links to the Sustainable Community Strategy, auditing of processes; day to day programme, staff and resource management.
- 3.6.3 Weekly meetings are held between the Planning Policy Manager and the Planning Policy Team to ensure lines of communication are working and to review progress.
- 3.6.4 All officers engaged on the project are linked by email and shared work directories to facilitate joint working.
- 3.6.5 The preparation of the DPD will be validated by an independent planning consultant as a 'critical friend' to advice on soundness and approach where it is deemed relevant.

3.7 Council Procedures and Reporting Protocols

- 3.7.1 For each DPD the levels of political responsibility are as follows.
- Executive Committee decision for all pre-submission stages.
 - Local Development Framework Working Group will review evidence and results of consultation at each stage and make recommendation to the Executive Committee.
 - Full Council Resolution required for submission and adoption stages.
- 3.7.2 The role of the Local Development Framework Working Group is to ensure that the evidence base is robust, that meaningful community and stakeholder engagement takes place and that the LDDs accords with overall Council and Sustainable Community Strategy objectives.
- 3.7.3 There may be a need to prepare a DPD that is not programmed in the LDS. If this circumstance arises approval will be sought from the Executive for a recommendation to be put to Council to prepare the DPD and revise the LDS.

3.8 Risk Assessment

- 3.8.1 In preparing the LDDs, the main areas of risk relate to:
- **Staff turnover.** The Planning Policy Team until recently has been fully staffed. However, it is presently understaffed due to staff turnover and maternity leave. The LDD programme will also be sensitive to sickness absence and this will be monitored closely and work prioritised accordingly.
 - **Capacity of the Planning Inspectorate (PINS) and other agencies to cope with demand nation-wide.** This is out of the Council's hands but an early warning of the Council's programme will be sent to PINS.
 - **Soundness of DPDs.** The Council will minimise the risk of DPDs being found unsound by working closely with PINS in the run up to submission of DPDs.
 - **Legal challenge.** The Council will minimise the risk of legal challenge by ensuring that DPDs are sound and founded on a robust evidence base and well-audited stakeholder and community engagement systems.
 - **Community Strategy Review.** The impact of the review of the Community Strategy on the preparation of Development Plan Documents will be minimised through close liaison and involvement in the future review of the Sustainable Community Strategy (or future equivalent strategy) so that the implications are clear at an early stage.
 - **Major community / stakeholder opposition.** The risk of this occurring will be minimised by effective community engagement with key community/stakeholders in the early stages of the process.

- **Timetable for the DPDs.** The timetable for the preparation of the DPDs could mean that sites, which may need to be identified in the Site Allocations DPD, come forward prior to its adoption. It is intended to overcome this issue by effective pre-application advice, as and when it is deemed necessary (and resources can be identified), which would provide direction for the development of these sites.

3.9 Evidence Base, Monitoring, Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA).

3.9.1 The requirements of the European Strategic Environmental Assessment (SEA) Directive have been linked with UK Regulations covering Sustainability Appraisal. From this flows the need for the process of DPD preparation to:

- Identify strategic alternatives;
- Collect base-line monitoring information;
- Predict significant environmental effects more thoroughly;
- Secure greater consultation with the public and environmental authorities;
- Address and monitor the significant environmental effects of the plan.

3.9.2 As part of the process, the Council must:

- Prepare an Sustainability Appraisal (SA) report on the significant effects of options and the draft plan;
- Carry out consultation on the draft plan and accompanying SA report;
- Take into account the SA report and the results of consultation in decision making;
- Provide information when the plan is adopted and show how the results of the SEA have been taken into account.

3.9.3 The following studies and monitoring regimes have provided the necessary evidence base for the LDDs and secured baseline information for the SA & SEA:

Study	Timescale/Source
Biodiversity & Planning In Surrey	November 2010 (Surrey Wildlife Trust and Surrey Biodiversity Partnership)
Character Study	October 2010
Climate Change and decentralised, renewable and low carbon energy study	2011
Infrastructure Delivery Plan (being reviewed)	July 2011
Economic Viability Assessment	July 2010
Employment Land Review - Employment Position Paper	2010, 2015
Employment Land Review – Market Appraisal	April 2010
Gypsies and Traveller Accommodation Assessment	2007 and December 2013
Green Belt boundary review	2014
Green Belt boundary review sensitivity test – Strategic Transport Assessment	2015
Habitats Regulation Assessment	June 2011, 2015
Heritage of Woking – An Historic Conservation Compendium	2000
Housing Land Supply Position Statement	2011, 2015, 2016
Housing Topic Paper	2010
Infrastructure Requirements Study	2006
Infrastructure Delivery Requirements Schedule	2012
Landscape assessment and Green Belt review	2016
Natural Woking	2016
Open Space, Sports and Recreation Facilities Audit	2008
Population Paper	2010
Social and Community Facilities Audit	July 2011

Study	Timescale/Source
Social and Community Infrastructure Requirements Studies	2005, 2006 and 2011
Strategic Flood Risk Assessment	July 2009
Strategic Housing Land Availability Assessment	2009, 2010 and 2011, 2014
Strategic Housing Market Assessment	2009, 2015
Surrey Hotel Futures	September 2004, 2015
Surrey Infrastructure Capacity Study	2009, 2016, 2017
Sustainability Appraisal Report	June 2010 and July 2011, 2015
Thames Basin Heaths Special Protection Area Avoidance Strategy	2010-2015
The Surrey Transport Plan (Local Transport Plan Third Edition – LTP3)	2011
Town, District and Local Centres Study	September 2009
Transport and Accessibility Topic Paper	2011
Transport Assessment	June 2010, 2015
Traveller Accommodation Assessment	2013
Woking and Surrey Sustainable Community Strategy	2006 and 2010
Woking Economic Development Strategy 2017 - 2022	2017
Woking Town centre microsimulation model	2017
A320 Corridor Study	April 2018

All of the above documents can be viewed on the Council's website www.woking.gov.uk/woking2027

- 3.9.4 In addition to the above the LDDs has been supported by a number of other research reports and policy studies, all of which are available on the Council's website.
- 3.9.5 In order to comply fully with Regulations, secure efficient working and provide a robust and transparent evidence base, SA & SEA will be embedded into production of LDDs at the very start of preparation and updated at each stage.
- 3.9.6 The Planning Policy Manager will ensure that an up to date audit trail exists between the review of the Sustainable Community Strategy and the development of DPDs.

3.10 Statement of current housing supply

- 3.10.1 Work on the preparation of the Development Plan Documents has been timetabled to take into account the adoption of the Core Strategy. This was necessary to enable the spatial vision of the Core Strategy to be taken into consideration when allocating specific sites for development.
- 3.10.2 It is not considered that the timetable for producing the DPDs would have a negative impact on housing delivery in the Borough. In support of this, the following table highlights the supply of new housing in the Borough in relation to the housing requirement set out in the Core Strategy, as at 1 April 2016.
- 3.10.3 The table below clearly demonstrates that there is sufficient supply of housing development coming through to justify the delivery of housing in line with the requirement to meet a five year housing land supply. The Council has 8.7 years housing land supply against the Core Strategy requirement. Taking into account historic undersupply and a 5% buffer the Council has 7.7 years of housing land supply.

	Core Strategy Requirement	Under supply requirement	NPPF requirement (Core Strategy + under supply + 5%)	Net additional dwellings as evidenced in SHLAA/housing trajectory	Surplus/deficit
Plan years 0 – 5 (2016/17 – 2020/21)	1,460 (292 x 5)	-181	1,533	2,530	+1,070 (not including 5% buffer) +816 (including

					buffer)
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3.10.4 For more information, please see the Council's latest Housing Position Statement, available at <http://www.woking.gov.uk/planning/policy/ldfresearch/hlsp>.

3.0 Identified Priorities

4.0.1 Priorities flow from:

- Policies and proposals set out in the South East Plan (Saved Policy) and adopted Core Strategy.
- Land-use requirements arising from the Community Strategy.
- New legislation and regulations.
- The Evidence Base and Monitoring.
- Discussions with Government and other bodies.
- Known developer interest.
- Partnership working with neighbouring authorities.

4.0.2 Priority is:

- A Site Allocations DPD setting out details of sites to be developed during the Plan period including delivering the housing requirement for Woking as set out in the Core Strategy. The DPD will also identify sites for employment and infrastructure development. A Green Belt boundary review has been undertaken to feed into the Site Allocations DPD. The Proposals Map will be amended to reflect the requirements of the Site Allocations DPD when it is adopted.

4.1 How the Local Development Documents Fit Together

4.1.1 Diagram 1 shows the relationship between the different local development documents, including Supplementary Planning Documents (SPDs), details of which are not required to be set out in the LDS.

4.1.2 The rationale for identifying the Development Plan Documents set out for inclusion in the Council's Local Development Documents is as follows.

- **Adopted Woking Borough Local Plan** – this was adopted in August 1999 with an end date of March 2006. It had originally been intended, in line with the regulations, to save the plan for a period of 3 years to September 2007 whilst Development Plan Documents were put in place to replace it. Given that it was necessary to change the timetable for producing the Core Strategy; relevant policies in the Woking Borough Local Plan were saved until they were replaced by relevant adopted policies in the Core Strategy and other Local Development Documents. With the adoption of the Development Management Policies DPD the Saved policies of the Woking Local Plan are now superseded.
- **Core Strategy DPD** – comprising the area-specific vision, measurable objectives (linked to ongoing monitoring arrangements) and area-based local strategic policies (backed by a key diagram) to provide a coherent spatial strategy for a period up to 2027. The document identifies areas where major change should take place to address development, transport and infrastructure needs. It has been prepared in general conformity with the Saved policy of the South East Plan and NPPF and has had regard to the Sustainable Community Strategies for Surrey and Woking. The Core Strategy was adopted in October 2012.

- **The Site Allocations DPD** – to identify specific deliverable sites for various types of development, including housing, employment, retail and infrastructure. As recommended by the Core Strategy Examination Inspector, a Green Belt boundary review has been carried out to inform this process. It will also identify and safeguard sites to meet future development needs between 2027 and 2040. The safeguarded sites will only be released for development through a future review of the Core Strategy and/or the Site Allocation DPD.
- **The Development Management Policies DPD** sets out detailed policies that are not covered in the Core Strategy for determining day to day planning applications. This DPD was adopted on 20 October 2016.

Glossary:

Annual Monitoring Report (AMR): monitors progress against the Local Development Scheme and Core Strategy policy targets.

Core Strategy: Local Planning Authority's long term spatial vision for area and the primary strategic policies and proposals to deliver that vision.

Development Plan Document (DPD): A spatial planning document prepared by the relevant plan-making authority. It is subject to independent examination.

Development Management Policies DPD: a DPD which sets out the detailed policy framework for determining planning applications.

Duty to Cooperate: the legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis on strategic cross boundary matters to maximise the effectiveness of local plan preparation.

Evidence base: the information and data about the characteristics of the Borough which informs the preparation of local development documents.

Local Development Document (LDD): Comprises of Development Plan Documents, Supplementary Planning Documents and Statement of Community Involvement i.e. both statutory & non-statutory documents.

Local Development Framework (LDF): A portfolio of Local Development Documents that provides the framework for delivering the spatial strategy of the area.

Local Development Scheme (LDS): Three-year programme management plan for the production of Local Development Documents.

Minerals and Waste Framework: plans making provision for future mineral extraction and waste management activities in the County, prepared by Surrey County Council.

National Planning Policy Framework (NPPF): National planning policies, issued by the Government, in March 2012 (replacing Planning Policy Statements)

National Planning Practice Guidance (NPPG): New title for national planning advice, issued by the Government (published March 2014).

Proposals Map: Illustrates policies and proposals in the development plan documents on an Ordnance Survey base map.

Saved policies: Policies of the Woking Borough Local Plan 1999 are saved for continued use until replaced by policy of a local development document.

South East Plan: The Regional Spatial Strategy (RSS) for the South East region, a statutory document that replaced Regional Planning Guidance. It is part of the development plan and new local development documents must be in accordance with it.

Site specific allocations: Allocation of sites for specific or mixed-use development.

Statement of Community Involvement (SCI): a Supplementary Planning Document that sets out standards for involving the community in the preparation, alteration and review of local development documents & significant development control decisions.

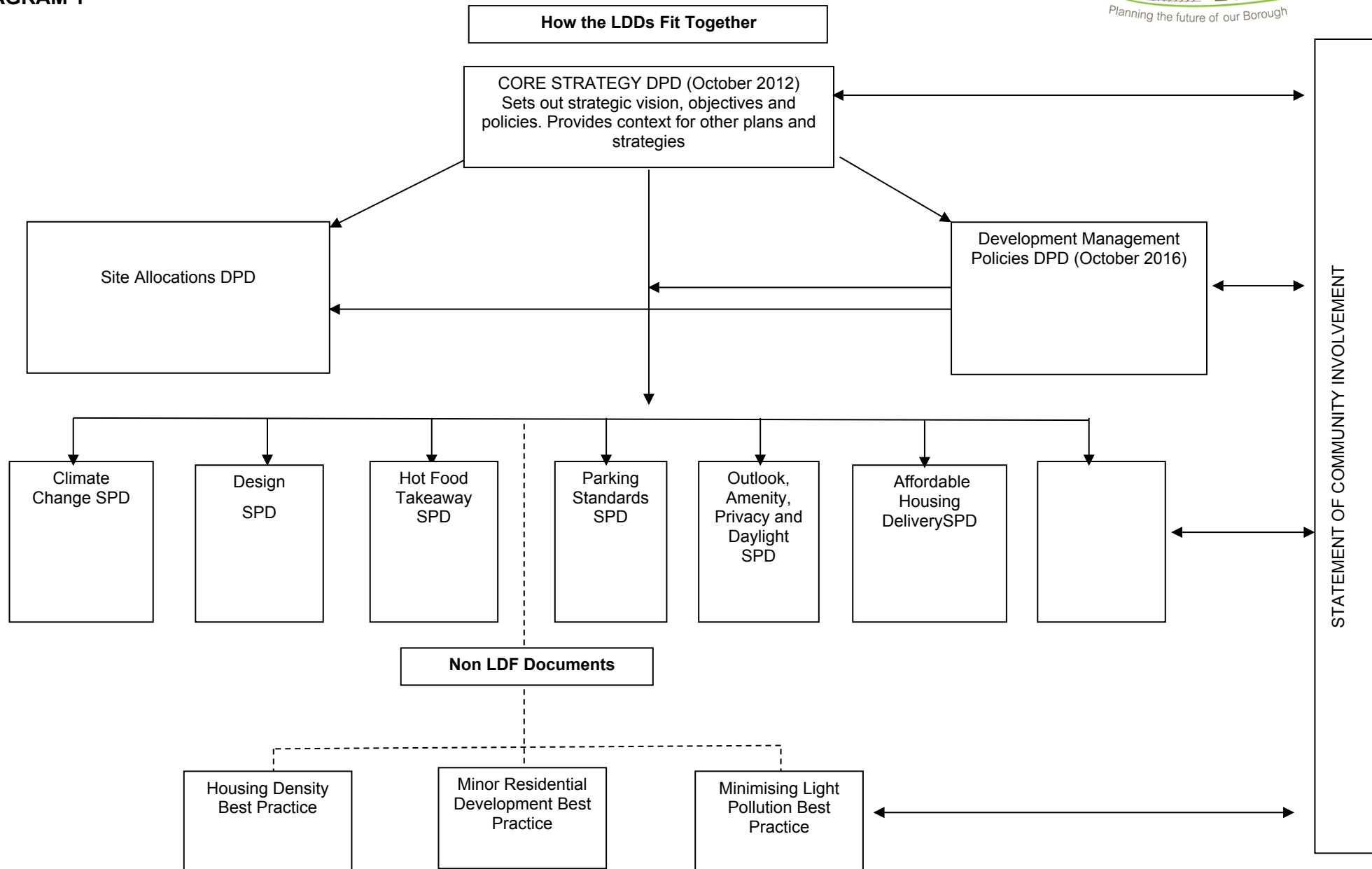
Strategic Environmental Assessment (SEA): Environmental assessment as applied to policies, plans and programmes. Required under the SEA Directive 2001/42/EC.

Supplementary Planning Documents (SPD): To replace Supplementary Planning Guidance. Non-statutory documents that expand upon policies and proposals in Development Plan Documents.

Sustainability Appraisal (SA): A social, economic and environmental assessment primarily used on Development Plans.

Thames Basin Heaths Special Protection Area: The Thames Basin Heaths Special Protection Area covers an area of some 8400ha, consisting of 13 Sites of Special Scientific Interest (SSSI) scattered from Hampshire in the West, to Berkshire in the North through to Surrey and is protected by EU and UK law.

DIAGRAM 1



Schedule of saved Woking Borough Local Plan policies

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING AND
COMPULSORY PURCHASE ACT 2004**

POLICIES CONTAINED IN THE WOKING BOROUGH LOCAL PLAN 1999

ADOPTED AUGUST 1999

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule (1) to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

John Cheston
Senior Planning Officer
Housing and Planning Directorate
Government Office for the South East

25 September 2007

SCHEDULE

POLICIES CONTAINED IN THE WOKING BOROUGH LOCAL PLAN 1999

Policy Number	Policy Title/Purpose
NE1	SSSIs & SPAs
NE2	Nature Reserves and SNCIs
NE3	Protection of Undesignated Sites
NE4	New Areas of Nature Conservation Value
NE5	Species Protection
NE6	Canals and River Corridors
NE7	Escarpments
NE8	TPOs
NE9	Trees within Development Proposals
NE10	Landscape Design
NE11	Flood Plain
BE1	Design of New Development
BE2	Crime Prevention
BE3	Access for Disabilities
BE4	Environmental Pollution
BE5	Development near sources of noise
BE6	Energy Conservation
BE7	Protection of Urban Open Space
BE8	Conservation Area Designation and Enhancement
BE9	General Policy on Conservation Areas
BE10	Demolition of Listed Buildings
BE11	Alterations and Additions to Listed Buildings
BE12	The setting of Listed Buildings
BE13	Change of Use of Listed Buildings
BE14	Locally Listed Buildings
BE15	Scheduled Ancient Monuments

Policy Number	Policy Title/Purpose
BE16	Areas of High Archaeological Potential
BE17	Historic Parks, Gardens and Nurseries
BE18	Advertisements
BE19	Illuminated Signs
BE20	Illuminated Adverts
BE21	Adverts in Conservation Areas
BE22	Shop Fronts
GRB1	Control of Development in the Green Belt
GRB4	Infill Development in Mayford Village
GRB6	Safeguarded Sites, HSG5 – Moor Lane & HSG6 - Brookwood
HSG2	Identified Sites
HSG5	Moor Lane, Westfield
HSG6	Brookwood Farm
HSG8	Loss of residential land and buildings
HSG9	Small Dwellings
HSG10	Affordable Housing through New Build
HSG11	Flats above Shops
HSG12	High Density Residential Area
HSG13	Housing for people with disabilities
HSG14	Elderly Persons
HSG15	Houses in Multiple Occupation
HSG16	Conversions
HSG18	Residential Development in Urban Areas
HSG19	Density and Site Coverage
HSG20	Urban Areas of Special Residential Character
HSG21	Outlook, Amenity, Privacy and Daylight
HSG22	Plot Subdivision – infilling and back land
HSG23	Extensions

Policy Number	Policy Title/Purpose
HSG24	Annexes to Dwellings
EMP1	General Considerations
EMP2	New Business Development in District and Local Centres
EMP3	New Business Development in the Urban Area
EMP4	Industrial (Class B2) Development
EMP5	Warehousing and Distribution (Class B8) Development
EMP6	Broadoaks
EMP7	Loss of B1, B2, and B8 Uses
EMP8	Development to Provide for Small Firms and Mixed Development
EMP9	Hotel Development
EMP10	Residential to Overnight Accommodation
SHP1	The Shopping Hierarchy
SHP2	Major New Retail Development
SHP3	New Retail in District Centres
SHP4	Retail Service Areas of District Centres
SHP5	Change of Use outside Retail Service Areas of District Centres
SHP6	New Development and Change of Use in Local Centres
SHP7	Change of Use of Isolated Shops
SHP8	A3 Uses
SHP9	Amusement Centres etc
SHP10	Farm Shops
REC1	Formal Recreation Open Space Provision
REC2	Open Space in major housing developments
REC3	Loss of land in Formal Recreation Use
REC4	Loss of Informal Recreational Open Space
REC5	New Recreational/Arts Development
REC6	Loss of Buildings in Recreational Use
REC7	Intensification of Use of Land in Formal Recreational Use

Policy Number	Policy Title/Purpose
REC8	Horse Keeping and Riding Facilities
REC9	Golf Development
REC10	Noisy and Disruptive Activities
REC11	Improved Informal Recreational Provision
REC12	Allotments
REC13	Public Rights of Way
REC14	Recreational Use of River Valleys
REC15	Basingstoke Canal
REC16	Brookwood Canalside Country Park
REC17	Woking Palace Country Park
CUS1	Location and Provision of Community Facilities
CUS2	Loss of Community Facilities
CUS4	Knaphill Library
CUS5	Sheerwater Health and Community Centre
CUS6	Change of Use of Residential to Community Facilities
CUS7	Schools
CUS8	Renewable Energy
CUS9	Combined Heat and Power Stations
CUS10	Recycling Collection Points
CUS11	Telecommunications
CUS12	Domestic Satellite Receiving Antennae
MV1	General Principles
MV2	Transport Strategy
MV3	Movement Implications of Development
MV4	Improvements to Transport Infrastructure
MV5	Environmental Impact of Traffic
MV6	Design of New Roads
MV7	Access to A Class Roads

Policy Number	Policy Title/Purpose
MV8	Roadside Facilities
MV9	Off Street Parking
MV10	Public Off Street Parking
MV11	Horsell Village Car Park
MV12	Cycle Parking Standards
MV13	Park and Ride
MV14	Commuter Parking
MV15	Rail Network and Interchange Facilities
MV16	Servicing
MV17	Pedestrian Facilities
MV18	Cycle Facilities
MV19	Heavy Goods Vehicles
MV20	Bus Services
MV21	Bus Priority Measures
MV22	Motorway Widening
MV23	Major Highway Improvements in the Town Centre
MV24	Bisley Common to Brookwood Cross Roads
MV25	Chertsey Road/Monument Road Link
MV26	Route Management Studies
MV27	Minor Highway and Transport Improvements
WTC1	Design in Town Centre
WTC2	Height of Buildings
WTC3	Space between Buildings
WTC4	Development Fronting Victoria Way
WTC5	Design of Development Fronting Basingstoke Canal
WTC6	Public Art
WTC7	Residential Accommodation in Development Schemes
WTC8	Residential Density

Policy Number	Policy Title/Purpose
WTC9	New Business Development in Woking Town Centre
WTC10	Conversion of Outmoded Office Buildings
WTC11	Goldsworth Road Regeneration Area
WTC12	Hotel Development
WTC13	New Retail in Town Centre
WTC14	Primary Shopping Area
WTC15	Secondary Shopping Area
WTC16	Goldsworth Road
WTC17	Basingstoke Canal Parkway
WTC18	Highway Proposals in the Town Centre
WTC19	Public Transport Hub at Woking Station
WTC20	Provision for Public Transport
WTC21	Car and Cycle Parking
WTC22	Pedestrian and Cycle Facilities
WTC23	Additional Commuter Car Parking
WTC24	Proposals Sites in the Town Centre
VCN1	Village Centres
VCN2	Scale of Development
VCN3	Community Benefit: Environmental Enhancement
VCN4	Community Benefit: Improvements to Accessibility
IMP1	Site Assembly
IMP2	Land Acquisition to meet the identified needs of the Community
IMP3	Planning Benefits

Schedule of Woking Borough Local Plan policies that are no longer saved

Policy Number	Policy Title/Purpose	Reason that policy has not been saved
HSG1	Housing Target Allocation	The target is now out of date
HSG3	Identified Sites 2001-2006	Referred to sites for 2001-2006. Now out of date and sites have been developed
HSG4	Identified Sites – Brookwood Hospital	Site has now been developed
HSG7	Windfall Sites	Not consistent with current national policy.
HSG17	Gypsy Sites	Not consistent with current national policy.
CUS3	Provision of Community Facilities within the Brookwood Hospital Core	Site has now been developed.
GRB2	New Buildings within the Green Belt	Repetitive of national policy set out in Planning Policy Guidance 2: Green Belts.
GRB3	The Re-Use of Buildings within the Green Belt.	Repetitive of national policy set out in Planning Policy Guidance 2: Green Belts.
GRB5	Loss of Agricultural Land	Repetitive of national policy set out in Planning Policy Guidance 2: Green Belts.
MON1	General Monitoring	Statement of intent to carry out required monitoring is unnecessary.
MON2	Employment Generating Development	Statement of intent to carry out required monitoring is unnecessary.
MON3	Housing Supply	Statement of intent to carry out required monitoring is unnecessary.
MON4	The Economic Well Being of Woking Town Centre and The District and Local Centres.	Statement of intent to carry out required monitoring is unnecessary.
MON5	Environmental Indicators	Statement of intent to carry out required monitoring is unnecessary.

COUNCIL – 18 OCTOBER 2018

REVIEW OF WOKING CORE STRATEGY

Executive Summary

As a consequence of an amendment to Town and Country (Local Planning) (England) Regulations 2012 brought about this year, a local planning authority is now required to review a local development document within the following time periods:

- (a) in respect of a local plan, the review must be completed every five years, starting from the date of the adoption of the local plan, in accordance with Section 23 of the Act (adoption of local development documents); and
- (b) in respect of a Statement of Community Involvement, the review must be completed every five years, starting from the date of adoption of the Statement on Community Involvement, in accordance with Section 23 of the Act.

The 2017 Regulations were published in December 2017 and came into force on 6 April 2018.

Paragraph 33 of the National Planning Policy Framework (NPPF) clarifies this further by emphasising that policies in local and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. The review should be completed no later than five years from the adoption date of the plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly, and they are likely to require earlier review if local housing need is expected to change significantly in the near future.

The Woking Core Strategy was adopted in October 2012. It is nearly six year old. It therefore has to be reviewed to satisfy the above requirements, and to determine whether a modification might be necessary. If Members felt that a modification is required, a programme to do so would be prepared and reflected in the Council's Local Development Scheme (LDS).

There is no detailed Government guidance on what the five yearly local plan reviews should cover or the process for undertaken the review. Similarly, there are no other authorities that Officers are aware of who have undertaken the review to provide example. Officers have therefore sought clarification from the Ministry of Housing, Communities and Local Government (MHCLG), which has confirmed that there is a clear distinction between 'review' and 'modification' and what the Regulation requires first and foremost, is a review of the Local Plan to determining whether a modification might be necessary. Given that the Woking Core strategy is over five years old, MHCLG has advised that the Council must undertake a review to assess whether modifications to the plan would be necessary. MHCLG expects the Council to publish the outcome of the review on its website. If the review were to lead to modifications, MHCLG expects a programme for the preparation of the revised Plan to be prepared and for it to be reflected in the Local Development Scheme. The outcome of the review does not require the approval of MHCLG to be published on the website.

Officers have undertaken the review of the Woking Core Strategy and have concluded that there is no immediate need to modify it either in part or as a whole. Consequently, the Core Strategy continues to be considered up to date to provide the necessary strategic policy framework for managing development across the Borough. The reasons for arriving at this conclusion are set out in the review. Full details are attached in Appendix 1. Once approved, the details of the review will be published on the Council's website.

The latest Statement of Community Involvement (SCI) was approved by Council on 12 February 2015. Its review is therefore not due until 2020.

Recommendations

The Council is requested to:

RESOLVE That

- (i) the review of the Woking Core Strategy included in Appendix 1 be approved;
- (ii) the Woking Core Strategy continue to be up to date for the purposes of managing development across the Borough;
- (iii) the details of the review be published on the Council's website as soon as it is reasonable to do so after Council's approval;
- (iv) authority be delegated to the Deputy Chief Executive, in consultation with the Portfolio Holder for Planning, to approve any minor changes to the review to reflect new information, including any national guidance before it is published.

The Council has the authority to determine the recommendation(s) set out above.

Background Papers: Statement of Community Involvement (February 2015)
Woking Core Strategy
Town and Country Planning (Local Planning) (England) (Amendment) regulations 2017

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1.0 Implications

Financial

- 1.1 No additional financial implications.

Human Resource/Training and Development

- 1.2 No additional human resource, training and development implications.

Community Safety

- 1.3 There are no community safety implications.

Risk Management

- 1.4 It is a statutory requirement for local plans to be reviewed every five years. Given that the Woking Core Strategy is nearly six years old, it will need to be reviewed to comply with Government Regulations.

Sustainability

- 1.5 There are no specific sustainability impacts associated with reviewing the Core Strategy. A Sustainability Appraisal was carried out to inform the preparation of the Core Strategy. It concluded that overall, the Core Strategy would contribute towards the sustainable development of the Borough.

Equalities

- 1.6 There are no specific equality impacts associated with the review of the Woking Core Strategy.

Safeguarding

- 1.7 There are no safeguarding implications for reviewing the Core Strategy.

2.0 Conclusions

- 2.1 The Council has to review the Woking Core Strategy to satisfy the requirements of the Regulations and the NPPF. The review covers an assessment of how the Core Strategy is delivering against its intended objectives and the Council's key priorities. The extent to which the Core Strategy is also in general conformity with the revised NFFP has also been assessed. Whilst there is no clear Government guidance on what the five yearly review of a local plan should contain, Officers consider this review to be robust and sufficiently comprehensive in assessing the performance of the Core Strategy against its objectives and the requirements it needs to satisfy. Overall, Officers' have concluded that there is no need for the immediate modification of the Woking Core Strategy. The Council should rather continue to focus on its comprehensive delivery without delay.

REPORT ENDS

Review of the Woking Core Strategy

Introduction

The following review provides statements on:

- How the Core Strategy is delivering the key aims of Woking 2050.
- How the Core Strategy is delivering the key priorities of the Council.
- How the Core Strategy is in general conformity with national and regional planning policy.
- Whether current evidence since the adoption of the Core Strategy and/or the monitoring of the performance of the policies of the Core Strategy justifies its immediate modification either in part or as a whole.
- Whether or not there should be an immediate modification of the Core Strategy.

The Woking Core Strategy was adopted in October 2012. Planning law requires that the national planning policy framework must be taken into account in the preparation of Local Plans and must reflect and where appropriate promote relevant European Union obligations and statutory requirements. The policies of the Core Strategy were assessed against the requirements of the previous NPPF by the Inspector of the Secretary of State at the Core Strategy Examination, and subject to a few proposed modifications, the Inspector found the Core Strategy to be in general conformity with the NPPF. Since the adoption of the Core Strategy, the Government has published a revised NPPF (July 2018). This review assesses how the policies of the Woking Core strategy are in general conformity with the revised NPPF. The following are some of the key requirements of the revised NPPF:

- A standard methodology for calculating housing need;
- Design is given a renewed centrality in development proposals;
- There is a front loading of viability assessment at the plan making stage. The onus is on the applicant to justify whether there is a need for a viability assessment at the development management stage, and it is up to the decision making authority to decide the weight to be given to that, taken into account all other factors;
- A new framework for plan making – strategic and non-strategic plans;
- Expectation for at least 10% of housing requirement to be accommodated on small sites (up to 1 hectare);
- Diversification of Town Centre to ensure its vitality with a strong town centre first policy. Sequential test for town centre uses;
- Introduction of a housing delivery test;
- Continuing protection of the Green Belt – before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy making authority should be able to demonstrate that it has examined fully all reasonable options for meeting its identified need for development;
- Recognition of social rent.

The Core Strategy also has a clear purpose to address issues and challenges of the local area, and its performance is measured on how well it is delivering on this objective. The Council publishes an Annual Monitoring Report (AMR) by 31 December of each year, which sets out how the policies of the Core Strategy are delivering their intended objectives.

As a consequence of an amendment to Town and Country (Local Planning) (England) Regulations 2012 brought about this year, a local planning authority is now required to review a local development document within the following time periods:

- (a) In respect of a local plan, the review must be completed every five years, starting from the date of the adoption of the local plan, in accordance with section 23 of the Act (adoption of local development documents);
- (b) In respect of a statement of community involvement, the review must be completed every five years, starting from the date of adoption of the statement of community involvement, in accordance with section 23 of the Act.

The Regulations were published in December 2017 and came into force on 6 April 2018.

The requirement to review local plans every five years is also emphasised in paragraph 33 of the NPPF. Officers have sought clarification from the Ministry of Housing, Communities and Local Government (MHCLG), who has confirmed that there is a clear distinction between 'review' and 'modification' and what the Regulation requires first and foremost, is a review of the Local Plan to determine whether a modification might be necessary. This is reiterated in the Planning Practice Guidance. Given that the Core Strategy is just over five years old, MHCLG has confirmed that the Council must undertake a review to assess whether modifications to the plan would be necessary. MHCLG expects the Council to publish the outcome of the review on its website. If the review were to lead to modifications, MHCLG expects a programme for the preparation of the revised Plan to be prepared and for it to be reflected in the Local Development Scheme. The outcome of the review does not require the approval of MHCLG to be published on the website.

The Council has committed to prepare three development plan documents – the Core Strategy, the Development Management Policies Development Plan Document (DPD) and the Site Allocations DPD. The Development Management Policies DPD was adopted in October 2016. In this regard, its review is not due until 2021. The preparation of the Site Allocations DPD is on-going. A draft has been published for Regulation 18 consultation, and the Council is yet to consider representations received during the consultation. The Site Allocations DPD will have an in-built mechanism for its own monitoring and review in accordance with the Regulations and the NPPF.

The Core Strategy is the key development plan document that sets out the strategic policy context for managing land use in the Borough. It includes:

- A spatial vision of how Woking Borough will develop to 2027;
- The strategic objectives for the Borough which focuses on the key issues and challenges facing the area;
- A delivery strategy for achieving the objectives – in particular, how much development is expected to happen where and by what means;
- Clear arrangement for monitoring and delivery of the policies requirements.

The Core Strategy was adopted on 25 October 2012. It is therefore over 5 years old. A review must be carried out to satisfy the requirements of the amended Regulation. Section 19 of the Planning and Compulsory Purchase Act 2004 requires the local planning authority to have regard to national policies and advice contained in guidance issued by the Secretary of State when preparing local development documents. Table 1 is an assessment of the conformity of the Core Strategy with national planning policy, taking into account ministerial statements and other guidance notes. It is important to highlight that the prevailing environmental constraints of the area has not changed since the adoption of the Core Strategy. The issues and challenges facing the area also remains broadly similar to what

prevailed at the time the Core Strategy was adopted. These factors amongst others provide the context for the review.

The Statement of Community Involvement (SCI) sets out how and when the Council will involve the community and other interested stakeholders and organisations in the preparation of its planning policy documents, and also in consideration of planning applications. The latest SCI was approved by the Council on 12 February 2015. Its review is therefore not due until 2020.

How the Core Strategy will help deliver the key aims of 2050

Woking Borough Council adopted Woking 2050 in September 2015. Woking 2050 aims to achieve the Council's overall vision of 'towards tomorrow today' by:

- Maintaining a high quality natural environment where resources are used wisely and biodiversity is conserved;
- Creating a high quality built environment which meets local needs, and enables an enterprising culture to flourish and the local economy to prosper; and
- Providing, in collaboration with partners, the physical and electronic infrastructure to enable efficient and integrated travel and to support high quality electronic services.

The vision, objectives and policies of the Core Strategy are aligned to deliver the aims of Woking 2050. Specifically, the Core Strategy will help deliver the following:

- It provides a robust policy framework, including policies CS7 (Biodiversity and nature conservation), CS8 (Thames Basin Heaths Special Protection Areas) to help conserve and enhance the biodiversity of the area. The policies will prevent the loss of existing biodiversity assets of the area.
- It provides robust policies for sustainable economic growth. Policies CS2 (Woking Town centre), CS3 (West Byfleet District Centre) and CS15 (Sustainable economic development) promotes strong economic growth at sustainable locations. In particular, by focusing development on previously developed land at the Town, District and Local Centres which are in close proximity to key services and facilities there is significant scope to minimise the need to travel by the car. This will have positive impacts on climate change.
- It provides opportunities for the regeneration of the Priority Places. For example, there is an extant planning approval for the regeneration of a significant part of Sheerwater.
- Policy CS9 (Flooding and water management) directs development away from areas at risk of flooding. The application of the policy takes into account the effects of climate change.
- The Core Strategy ensures that the Council works with its partners to deliver the necessary infrastructure to support development. In particular, Policy CS16 (Infrastructure delivery) and Section 6 of the Core Strategy ensures that infrastructure delivery is aligned to support development. The Core Strategy ensures that development makes appropriate developer contributions to enable the delivery of infrastructure to support development. An Infrastructure Delivery Plan has been prepared to quantify the nature, scale and sources of funding for the necessary infrastructure to support development.
- Transport and accessibility policy (CS18) seeks to link people to jobs and community facilities in a sustainable manner, in particular, by walking and cycling. The policy directs development to the main centres served by a range of sustainable modes to minimise distance travelled and the need to travel by car. The role of public transport is particularly emphasised. The policy seeks to manage parking provision in a sustainable manner. These will help improve the environmental quality of the area.
- Housing policies (Policies CS10 – CS13) seeks to ensure that there are sufficient homes built in sustainable locations that people can afford and which meet the needs of the various sections of the community. For example, Policy CS12: (Affordable Housing) sets the overall target for affordable housing provision at 35% of all new homes. This will help in this area where house prices are relatively higher than the national average.

- Policy CS22 (Sustainable Construction) and CS23 (Renewable and low carbon energy generation) ensures that development impacts on climate change is minimised. It sets strong targets for the efficient use of water and energy and promotes the development of standalone renewable energy schemes where it is appropriate.
- There are a range of other policies in the Core Strategy that supports the creation of 'place' where people would wish to live, work and visit. For example, policies CS17 and CS19 specifically aim to improve the well being of the residents of the borough. The purpose of policy CS17: (Open space, green infrastructure, sport and recreation), is to provide opportunity for people to participate and enjoy sports and recreation and to facilitate effective access to the countryside and the amenity it offers. Policy CS19: (Social and community infrastructure) aims to promote the use of social and community infrastructure and ensures adequate provision of new facilities to accommodate growth in the local population.

How the Core Strategy is helping to deliver the key priorities of the Council

Woking Borough Council has the following key priorities:

- decent and affordable housing;
- the environment;
- health and well-being; and
- economic development.

The Core Strategy provides a strong policy framework for delivering the above. It makes provision for the delivery of 4964 net additional dwellings of which 35% of the overall housing provision is expected to be affordable housing. It ensures that the provision of housing reflects the nature, type and sizes of housing needed in the area. It supports specialist housing for older people and vulnerable groups. It makes sure that the accommodation needs of Travellers are met. An Economic Viability Assessment has been carried out to ensure that the affordable housing targets do not prevent general market housing from coming forward for development. The Council regularly monitors how the above priorities are being achieved and report the outcomes in its Annual Monitoring Report. This is published by 31 December of each year. To date, overall housing delivery has broadly been in line with the housing requirement. For example, average housing delivery since 2012 when the Core Strategy was adopted is about 302 dwellings per year.

The Core Strategy also ensures that there is an appropriate quantity and range of employment land in the Borough to enable the local economy to function efficiently and enhance its competitiveness. It enhances the economic vitality of the main centres of the Borough and protects existing employment sites to alternative uses. It allows flexibility where justified for employment land with no prospect of being use as a going concern to be re-used for alternative purpose. Significant improvements to the infrastructure and the general environment of the Town centre continue to be made to facilitate its growth and vitality.

There are strong policies to conserve and enhance the biodiversity of the area and protect existing ones. It makes sure that the overall integrity of the Green Belt is protected. There are robust policies to protect the general townscape and landscape of the area to enhance its distinctiveness. The Core Strategy also sets high standards for carbon reduction and efficient use of energy, which will have positive effects on climate change.

There are a range of policies on housing, open space provision, provision of green infrastructure, provision of social and community facilities which will combine to have significantly positive impacts on the well being of local residents. A Sustainability Appraisal of the Core Strategy concluded that overall, the Core Strategy will improve the well-being of the community. The Core Strategy is therefore fundamental to the delivery of the Council's key priorities.

A statement of conformity of the Core Strategy with regional and national planning policy

There is only one relevant Saved Policy of the South East Plan – Policy NRM6: (Thames Basin Heaths Special Protection Area). Policy CS8: (Thames Basin Heaths Special Protection Areas) of the Core Strategy helps to deliver all aspects of the Saved policy of the South East Plan. The Council is able to identify sufficient SANG land to provide appropriate mitigation of development impacts on the SPAs. The Council also seek contribution towards Strategic Access Management and Monitoring of the SPAs.

Table 1 is a schedule of how the Core Strategy conforms to the key elements of the National Planning Policy Framework.

Evidence base studies

The NPPF requires the preparation and review of local plans to be based on proportionate, up to date and relevant evidence about the economic, social and environmental characteristics and prospects of the area, taken into account market signals. In particular, the NPPF requires local plans to be informed by local housing needs assessment conducted using the standard method in national planning guidance and to carry out a Strategic Housing Land Availability Assessment (SHLAA) to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

The Core Strategy was informed by the 2009 Strategic Housing Market Assessment (SHMA) and the 2011 SHLAA respectively, and other evidence base such as Transport Assessment, Sustainability Appraisal and Habitats Regulations Assessment. At the time, the SHMA identified an objectively assessed housing need of 594 dwellings per year. The Secretary of State accepted that given the constraints of the area and the available evidence, a housing requirement of 292 dwellings per year is appropriate. Sufficient land was identified in the 2011 SHLAA to enable the delivery of about 13 years supply of housing against the housing requirement. The Core Strategy identifies the Green Belt and the Town Centre as future direction of growth to identify sufficient land to meet housing need between 2022 and 2027. Land is to be released from the Green Belt to enable the delivery of at least 550 dwellings between 2022 and 2027. The SHMA was reviewed in 2015 to bring it up to date. The SHLAA was review in 2014 and is presently being reviewed. The latest SHMA identifies an objectively assessed housing need of 517 dwellings per year, significantly less than the need identified in 2009 SHMA. By applying the standard method required by the NPPF, the objectively assessed need come down further to 409 dwellings per year. There is a clear downward trend of the objectively assessed housing need. The 2016 Sub National Population Projections have been published. The 2016 Household Projections have now been published (September 2018). The implications of these on the objectively assessed housing need is being worked out, but the initial indications are that the objectively assessed housing need would come down to about 266 dwellings per year. Adding a 5% buffer to this figure will take the need to about 279 dwellings per year.

The Council has reviewed its SHLAA and has also carried out a Green Belt boundary review. These are informing the preparation of the Site Allocations DPD which will allocate land to enable the comprehensive delivery of the Core Strategy. A draft Site Allocations DPD has been published for Regulation 18 consultation, and there is evidence to demonstrate that sufficient land can be allocated to enable the comprehensive delivery of the Core Strategy over the entire plan period. Land is also being safeguarded to meet future development needs. It is acknowledged that there is an unmet need of about 225 dwellings per year arising from Woking Borough which the Council is working in partnership with neighbouring authorities to address within the housing market area. By using the standard method, the unmet need is likely to be 117 dwellings per year.

Section 5 and paragraphs 24 – 27 of the NPPF require local planning authorities to use their evidence base to ensure that their local plan meets as a minimum their objectively assessed housing needs taken into account the unmet needs of neighbouring areas, as far as is consistent with the policies set out in the NPPF. Under these requirements, joint working should enable local authorities to work together to meet development requirements which cannot wholly be met within their own areas. Waverley Borough Council has recently adopted its Local Plan (February 2018). In accordance with the NPPF, the Waverley Local Plan has committed to meet about 50% of Woking's unmet housing need. This is equivalent to about 83 dwellings per year throughout the life of their local plan. The Guildford Borough Local Plan has just been through a Local Plan Examination (July 2018). The Inspector's Report is yet to be published. In the meantime, the Inspector had indicated during the

hearing that the Guildford Local Plan should be able to meet about 20% of Woking's unmet need.

Average housing delivery across the borough since 2006/07 to date is broadly in line to the 292 dwellings per year housing requirement. Taking into account the period of recession, over the 11 year period there is an under supply of just about 74 dwellings when cumulative completions are considered since 2006. The relatively small under supply figure masks recent trend in housing provision. In 2015/16, 360 dwellings were delivered. In 2016/17, 399 dwellings were delivered. It is therefore reasonable to assume that at least the 292 average housing requirement will be delivered during the plan period. This will be monitored, and where necessary appropriate measures will be taken to ensure the delivery of the requirement. Average housing completions since 2012 when the Core strategy was adopted is about 302 dwellings per year, which is above the 292 annual housing requirement.

Five year housing land supply position statement (2017)

The Council has published its five year housing land supply position statement. It identifies sufficient land to enable the delivery of 7.7 years of housing against the housing requirement. This is over and above the national requirement to identify five years supply of housing land. Combined with the evidence provided in the SHLAA and the proposals in the draft Site Allocations DPD, there is robust evidence to demonstrate that sufficient land have been identified to enable housing delivery over the entire Core Strategy period and enough deliverable sites for at least the next five years.

Sustainability Appraisal Report of the Woking Core Strategy

Paragraph 32 of the NPPF requires local plans and spatial development strategies to be informed by a Sustainability Appraisal that meets the relevant legal requirements. The SA of the Core Strategy assessed various options for housing provision. In particular, three options for housing provision were appraised to assess their impacts using the SA Framework. The options were the provision 292 dwellings per year, 499 Affordable Housing dwellings per year and 594 dwellings per year. The SA Report concluded that the damage that housing delivery of 499 Affordable homes or 594 dwellings will cause to the environment will far outweigh any benefits that they will bring to the borough. The Secretary of State agreed that the SA Report was robust evidence to justify the 292 dwellings per year housing requirement for the Core Strategy. Given that the SA Framework continues to be relevant and the constraints of the area have not change since the adoption of the Core Strategy, the 292 housing requirement should continue to apply during the plan period and the focus should be towards its delivery. Further analysis regarding housing land supply including evidence of the Green Belt boundary review report is provided below to support this conclusion. The Council has reviewed a number of its evidence base studies and none justifies a significant change in the main conclusions of the SA.

Other evidence base

There is proportionate, appropriate and robust evidence to support the Site Allocations DPD and to demonstrate that the Core Strategy can comprehensively be delivered. This includes up to date transport assessments and transport mitigation studies, Green Belt boundary review to ensure that land released from the Green Belt does not undermine its purposes and integrity, a revised Employment Topic Paper and an emerging revised Infrastructure Delivery Plan. An SA of the Site Allocations DPD and a Habitats Regulations Assessment has also been carried out. A full list of the evidence base studies is in Appendix 1 of the Site Allocations DPD. There is nothing presented by way of the available evidence to require an immediate modification of the Core Strategy or to demonstrate that the housing requirement can be increased to meet the objectively assessed need without damage to the environment.

Annual Monitoring Report and performance of the policies of the Core Strategy

Each year, the Council assesses progress on how well the policies of the Core Strategy are performing against their anticipated objectives. The outcome is published in an Annual Monitoring Report by 31 December of each year. The latest AMR was published in December 2017. Taking as a whole, the policies of the Core Strategy are broadly performing well against their objectives. The Core Strategy builds in sufficient flexibility for its application to be tailored to individual merits of proposals to respond to changing circumstances and market signals if they can be justified by evidence. It is not intended to analysis in detail the performance of each policy of the Core Strategy. The AMR provides this information in detail and the link to the various AMRs is provided below.

<http://www.woking2027.info/developmentplan/corestrategy/annualmonitoringreport>.

The following key headline information is however highlighted:

- Housing completions are broadly in line with the 292 annual average housing requirement;
- Without housing delivery at Moor Lane and Brookwood Farm, most new development continues to be focused on previously development land in the main urban areas in accordance with the spatial strategy of the Core Strategy.
- The Town Centre continues to be the main focus of new development.
- Significant progress has been made towards the regeneration of the Priority Places.
- During the last monitoring year, there was no net additional dwelling within the Green Belt.
- Design of development continues to improve, and there is an adopted Design SPD to ensure a continuous trend.
- The Council has identified over five years supply of housing land.
- Sufficient land has been identified in the draft Site Allocations DPD to ensure economic growth. The vitality of the Town Centre is significantly enhanced.
- There is a clear action to maximise the efficient use of land, in particular, at the Town Centre through high density developments.
- There has been a loss of commercial floorspace due to changes to permitted development rights. This continues to be monitored. The Council will take action to retain employment land if there is evidence that this will undermine the economic growth of the area.
- Effective measures have been taken to protect the environment, such as the SPA. For example, sufficient SANG land has been identified to mitigate development impacts on the SPAs
- There is currently only one heritage asset on the 'heritage at risk' register.

The policies of the Core Strategy are performing well in achieving their objectives. There is nothing to justify an immediate modification of the Core Strategy.

Estimate of future housing land supply – why the Council should continue to enable the delivery of an annual average of 292 dwellings

Paragraph 22 of the NPPF emphasises that strategic policies should look ahead over a minimum of 15 years, take account of longer term requirements, and be kept up to date. It is clear from this that the intention of the five yearly reviews of plans is not to continually

change the fundamental strategic decisions of the plan such as alterations to the Green Belt boundary. The need to plan strategically for the long term is at the core of the plan-led approach encouraged by the planning system. This is fundamental to providing the certainty which developers and the general public needs regarding investment decisions and a clear sense of what to expect in local neighbourhoods. Also, the fact a Plan is five years old does not automatically makes it out of date.

The Council has carried out a Strategic Housing Land Availability Assessment and a comprehensive Green Belt boundary review to inform its future housing land supply. Based on the evidence, there is clear understanding of the availability of land for development to meet development requirements of this Core Strategy and the next. If the Council is to embark on a preparation of a new Core Strategy with the view to modify the housing requirement, it is estimated that the earliest it could be adopted would be 2020/21. This is based on the experience of plan preparation so far by the Council and that of other authorities. Given the requirement to plan for a minimum of 15 years from adoption of the plan, it is estimated that a revised Core Strategy will have a plan period up to 2035/36, and sufficient land has to be identified to meet development needs over that period. In the 15 year period, based on the available evidence, it is estimated that land can be identified within both the urban area and the Green Belt to enable the delivery of about 4,500 dwellings. This figure includes all the potential sites identified in the Green Belt to enable housing delivery up to 2040 (including the sites identified to be safeguarded in the draft Site Allocations DPD that was published for Regulation 18 consultation. The number of sites and the above figure could change when the Council considers the representations received during the Regulation 18 consultation and the consultation on the land east of Martyrs Lane. The figure is therefore based on a best case scenario). This figure also assumes that the Council will continue with its current approach to high density developments at the Town Centre. If the current approach to densification could not be sustained, an allowance would have to be made to meet employment needs. In that regard, it would be unlikely that the Council will even be able to meet its 292 housing requirement in the next plan period as demonstrated below. It is also important to highlight that the 4,500 figure includes an allowance for development on the back of windfall sites. No allowance has been made for non-implementation. The following options have assessed against the identified housing land supply.

- If the Council is to continue with the 292 per year housing requirement, over the 15 year period it will need to identify land to enable the delivery of 4,380 dwellings.
- If the Council is to plan to meet its full objectively assessed housing need of 517 dwellings per year, it will need to identify sufficient land to enable the delivery of 7,755 dwellings.
- If the Council is to plan to meet future housing growth based on the Government's proposed standard methodology for calculating objectively assessed housing need, it will have to identify land to enable the delivery of 6,135 dwellings (409 x 15).

Given the above analysis on potential housing land supply, it is clear that the most likely and realistic option for future housing requirement in a revised Core Strategy that could be justified within the constraints of the borough would be to continue with the 292 housing requirement. This assumes that the Council will continue to maximise the efficient use of land, in particular, in the Town centre. No purpose would therefore be served by undertaking an immediate modification of the Core Strategy with the hope that the Council would be able to meet its objectively assessed housing need and/or set a higher housing requirement. The new plan is likely to lead to the same housing requirement. Consequently, any such attempt to modify the Core Strategy would be an unnecessary delay to the preparation of the Site Allocations DPD and a significant delay to housing delivery. It could lead to speculative development, uncertainty and could be counter-productive to the Government's overall

objective of boosting housing delivery. Woking has carried out a comprehensive Green Belt boundary review. It is evidenced that no more land could be identified without significant damage to the integrity of the Green Belt. Paragraph 3.5.22 of the Green Belt boundary review report states 'we do not consider any other parcels to be suitable for removal from the Green Belt to accommodate new strategic development'. It will be a misconception that a further Green Belt boundary review could be undertaken to identify more land without significantly undermining the overall purposes and integrity of the Green Belt.

Paragraph 65 of the NPPF requires local authorities to establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need can be met over the plan period. It is clear from the above analysis and the evidence that the 292 annual housing requirement is the most realistic that can be achieved within the constraints of the environment without significant damage to the character and environmental assets of the borough. Meeting this requirement strikes a good and a delicate balance between the need to boost housing growth whilst at the same time protecting the environment from significant damage.

Table 1: A statement of conformity of the Woking Core Strategy with national planning policy (NPPF)

Policy	Summary and purpose of policy	Conformity with national planning policy	Recommendation
CS1: A spatial strategy for Woking Borough	<p>The policy sets out the overall scale of development to be provided between 2010 and 2027, the broad distribution of the development and how the built and natural environment will be broadly managed. It directs most new development to previously developed land in town, district and local centres. The policy seeks to protect the heritage assets of the area. The policy identifies the town centre as a transport and an economic hub which will undergo significant change. The policy encourages growth in the District, Local and Neighbourhood Centres according to their hierarchy and function. The policy identifies the ward of Maybury and Sheerwater and Lakeview Estate of Goldsworth Park as Priory Places for specific actions to address pockets of deprivation in the areas. It identifies the Green Belt and Woking Town centre as broad locations for future development between 2022 and 2027. It emphasises the need for high quality design. It commits the Council to the comprehensive delivery of all elements of the Core Strategy and the infrastructure requirements to support it.</p>	<p>Policy in general conformity with the NPPF, in particular, building a strong and competitive economy (para 80 - 82), ensuring the vitality of the main centres (para 80 - 82) and promoting good design (Section 12 of NPPF). Policy is in line with paragraph 117 - 121 regarding making effective use of land, including, use of brownfield land. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. Policy also promotes appropriate densities for development. An example is the density of development being promoted at the Town centre.</p>	<p>No modification is required to the policy.</p>
CS2: Woking Town Centre	<p>The policy sets out the scale and type of development at the Town Centre and identifies the Town centre as the preferred location for town centre uses. Town centre uses are acceptable in principle subject to clear</p>	<p>Policy is in general conformity with Section 7 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues, in particular, it will help enhance the vitality of the Town</p>	<p>No modification is required to the policy.</p>

	requirements of the policy.	centre.	
CS3: West Byfleet District Centre	The Policy sets out the type and indicative amount of development to be accommodated in West Byfleet District Centre and when they are expected to come forward. It safeguards existing community and social facilities as well as existing office floorspace.	Policy is in general conformity with Section 7 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues, in particular, it will help enhance the vitality of the District Centre.	No modification is required to the policy.
CS4: Local and Neighbourhood Centres and shopping parades	Policy seeks to retain town centre uses wherever viable in order to meet day to day needs of the local community. It provides guidance on circumstances where changes of use will be acceptable. It sets out the scale of development to be accommodated at the centres.	Policy is in general conformity with Section 7 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. It will help to provide day to day facilities and service for local communities.	No modification is required to the policy.
CS5: Priority Places	The policy designates the ward of Maybury and Sheerwater and the Lakeview Estate of Goldsworth Park as Priority Places to target resources to improve housing, employment, retail, accessibility and infrastructure.	Policy is in general conformity with para 93 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. It will help address pockets of deprivation in the Ward. Planning application has been approved for the regeneration of parts of Sheerwater, which is a Priority Place identified for regeneration.	No modification is required to the policy.
CS6: Green Belt	Policy protects the Green Belt from inappropriate development. It identifies Broadoaks and the Thames Water Sewage Treatment Works as Major Developed Sites in the Green Belt to allow limited infilling and redevelopment of the sites, without compromising the integrity of the Green Belt. It identifies the Green Belt as potential future direction of growth to meet housing need	Policy is in general conformity with paragraphs 133 – 142 of the NPPF. The concept of Major Developed Sites in the Green Belt is a local designation defined in the Glossary of the Core Strategy and continues to serve a useful purpose. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues, in particular, by offering appropriate protection to the	No modification is required to the policy.

	between 2022 and 2027. A Green Belt boundary review is to be carried out to make sure that any land that is released from the Green Belt does not compromise its overall purposes. Green Belt land will only be released for development only after development needs cannot be met within the urban area.	purposes and integrity of the Green Belt.	
CS7: Biodiversity and nature conservation	Policy seeks to protect the biodiversity assets of the Borough and encourages development to make a positive contribution to biodiversity.	Policy continues to be current and is in line with Section 15 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. It helps to deliver the objectives of Woking 2050 and enhances the biodiversity assets of the area.	No modification is required to the policy.
CS8: Thames Basin Heaths Special Protection Areas	The policy provides the necessary framework to avoid harm to the Thames Basin Heaths Special Protection Areas. The SPA is a designation of European significance.	The policy delivers the requirements of EC Habitats Directive and the Conservation of Habitats and Species Regulations. It is also in line with Section 15 of the NPPF. Wording of Policy has been agreed with Natural England and is in general conformity with the Saved policy of the South East Plan (Policy NRM6). Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. It offers appropriate protection to birds of European significance.	No modification is required to the policy.
CS9: Flooding and water management	Policy seeks to ensure that development is not at risk of flooding or exacerbate flooding elsewhere.	Policy had been agreed with Environment Agency and continues to be current. The Council has updated its Strategic Flood Risk Assessment to make sure there is up to date evidence to inform decision making. It is in general conformity with paragraph 155 - 165 of the NPPF. Policy continues to perform a useful	No modification is required to the policy.

		function in delivering the requirements of the NPPF and addressing local issues. Policy will help to minimise development impacts on flood risk.	
CS10: Housing provision and distribution	Policy sets out the overall quantum of residential development in the Borough and how it will be broadly distributed. It also provides indicative density of housing development at various parts of the Borough. It provides guidance on residential development in Mayford Settlement Area.	The policy sets out a clear housing requirement for the Borough to 2027 in line with Section 5 of the NPPF. It is recognised that the housing requirement is lower than the objectively assessed housing need, but that takes into account the prevailing constraints of the area, including the fact that the urban area is tightly surrounded by the Green Belt. It is a statement of fact that the Core Strategy housing requirement is significantly lower than the objectively assessed housing need. The Secretary of State agreed the housing requirement having taken into account the constraints of the area. The constraints have not changed. The expectation of the NPPF is for local authorities to plan to meet the full objectively assessed housing need. However, the NPPF allows scope for unmet need arising from an authority to be met in the neighbouring area. Woking, Guildford and Waverley Borough Councils forms the same Housing Market Area. Woking has a housing requirement of 292 dwellings per year against an objectively assessed housing need of 517. Using the standard method to calculate the need it comes down to 409 dwellings per year. Waverley Borough Council has adopted its Local Plan (February 2018) and it plans to meet 50% of Woking's unmet need. This is equivalent to 83 dwellings per year. Guildford Borough Council's	No modification is required to the policy.

		<p>Local Plan has just been through an examination. The examination will determine whether they are able to meet any part of the residual unmet need arising from Woking. The Inspector has indicated that the Guildford Local Plan should be able to meet 20% of Woking's unmet need. This is subject to confirmation in the Inspector's final report. All the three authorities have agreed to monitor housing delivery to assess how they are performing against their needs and the needs within the housing market area. The Council has started the preparation of the Site Allocations DPD to identify sites to enable the delivery of the Core Strategy. A Green Belt boundary review has been carried out to identify potential sites that could be released from the Green Belt to meet future housing need from 2022 to 2027 and to seek to safeguard land to meet future development needs between 2027 and 2040. Based on the available evidence on existing constraints, including potential sites that could be released from the Green Belt for residential development, it is unlikely that the Council can identify sufficient land to deliver more than the 292 per year housing requirement in a revised local Plan. In this regard, it is important that the Core Strategy continue to provide the strategic policy context for the continuing preparation of the Site Allocations DPD to ensure its delivery. There will be no significant benefit to be gained by the immediate modification of the policy as the housing requirement is likely to remain the same in a revised Plan, and the other policies continue to play a useful role. If the Council were</p>	
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		<p>to review the Core Strategy, the realistic adoption date is estimated at 2020. Rebasing the Plan period from this date for a 15 year plan period will take the Plan to 2035. On the assumption that the Council will continue to make provision for 292 dwellings per year, it will be required to find additional land to deliver about 2,336 dwellings to cover the entire plan period up to 2035 (i.e. land to deliver housing between 2027 and 2035). This figure assumes that sufficient land had already been identified to meet need up to 2027. The most likely option to achieve the scale of provision will be to bring forward the proposed safeguarded sites and identify further brownfield land at the Town Centre. It will be unlikely for the Council to sustain a case for a reduced housing requirement below 292 in a revised Local Plan whilst at the same time proposing to safeguard land for the next plan period (in this case beyond 2035). Given the constraints of the area, it will be also difficult to find land to deliver any housing requirement higher than the current 292 per year. There are two other important matters of note. The previously developed land identified for housing provision is predominantly in operational employment use. There should be reasonable expectations of the timing of their delivery. Also, whilst the Council has committed to safeguard land to enable housing provision between 2027 and 2040, it has not identified land to meet employment needs during the same period. The assumption is that this will be met by redeveloping some of the existing employment land by intensifying their densities.</p>	
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		In this regard, reasonable assumptions will have to be made on previously developed land that could be used for housing. The review takes all the above into account and concludes that the Policy continues to be in general conformity with the relevant sections of the NPPF, in particular, Section 5 of the NPPF as envisaged by the Core Strategy examination Inspector. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues.	
CS11: Housing mix	The policy requires housing provision to reflect the nature, type and size of housing need.	Policy is in line with paragraph 61 of the NPPF and reflects type of need identified by local evidence. The Council has carried out a revised SHMA. The evidence broadly supports the requirements of the Policy. In any case, the policy allows scope for applications to be determined on their merits taking into account the character and density of the neighbourhood and market signals. The Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. Policy seeks to provide appropriate type of housing that is needed in the local area.	No modification is required to the policy.
CS12: Affordable Housing	Policy sets out the affordable housing requirements of development and the order of priority for their delivery.	Policy is in line with paragraphs 62 - 63 of the NPPF. Policy is justified by the viability evidence used to support the Core Strategy. The Council has adopted the Community Infrastructure Levy. The CIL levy has been set taking full account of the affordable housing requirements of the Core Strategy. The CIL viability evidence post dates the adoption of the Core Strategy. It justifies the affordable housing target and demonstrates that	No modification is required to the policy.

		its provision should not undermine development viability. Further evidence of house price trends has been undertaken and this also justifies the affordable housing requirements. The Council is aware of the latest Government policy not to secure affordable housing from development of 10 dwellings or less (paragraph 63) other than in designated rural areas. The Council has for the time being decided to apply the Government policy. This threshold only applies to part of Policy CS12. Given that the policy continues to be justified by up-to-date evidence and there is significant unmet need for affordable house, the Council will continue to monitor the situation to determine in future whether any action is needed. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. The policy is vital in delivering affordable housing needed in the area.	
CS13: Older people and vulnerable groups	The policy offers an in-principle support for the development of specialist accommodation for older people and vulnerable groups in suitable locations. It sets out the design requirements expected of such accommodation.	The Policy offers in-principle support for specialist accommodation in line with paragraph 61 of the NPPF. There is evidence of increasing number of older people who will continue to need specialist accommodation. In this regard, Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues.	No modification is required to the policy.
CS14: Gypsies, Travellers and Travelling Showpeople	Policy requires the Council to identify land through the Site Allocations DPD process to meet the accommodation needs of Travellers. It sets out criteria for determining planning applications. It protects existing authorised	The policy is broadly in line with national policy set out in <i>Planning Policy for Travellers</i> . The Council has identified a need for 19 pitches up to 2027. It has carried out a Green Belt boundary review to inform the selection of	No modification is required to the policy.

	sites from loss to alternative uses.	sustainable sites to meet the need. The Council is in the process of preparing the Site Allocations DPD to allocate land to meet the need. A draft of the Site Allocations DPD has been published for Regulation 18 consultation. Sufficient land has been identified to meet the entire need over the plan period. Policy also includes relevant criteria for determining planning applications. Policy continues to perform a useful function in delivering the requirements of national policy and addressing local issues.	
CS15: Sustainable economic development	Policy sets out how the Council will accommodate the predicted future growth in economic development. It safeguards land within the employment areas for employment uses.	Policy is in general conformity with Sections 6 and 7 of the NPPF. An Employment Topic Paper has been prepared to demonstrate that land can be identified to meet the employment needs of the area. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues.	No modification is required to the policy.
CS16: Infrastructure delivery	Policy requires the Council to work with other providers and developers to ensure that the infrastructure needed to support development is provided in a timely manner. It seeks to resist the loss of existing infrastructure services and facilities except where it can be justified.	Policy is in general conformity with paragraph 20 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. A key concern of local residents is making sure that infrastructure is provided to support development. The policy will assist in achieving that.	No modification is required to the policy.
CS17: Open space, green infrastructure, sport and	Policy requires development to contribute towards the provision of open space and green infrastructure. It protects the loss of existing open space as a result of development.	Policy is in general conformity with paragraphs 96 - 101 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. Policy will help enhance the social and	No modification is required to the policy.

recreation		environmental characteristics of the area.	
CS18: Transport and accessibility	Policy promotes a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities and minimise impacts on biodiversity. It supports proposals that delivers transport improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities. It requires the Council to implement minimum parking standards for residential development and maximum standards for non-residential development.	Policy is in general conformity with Section 9 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. Policy will help minimise development impacts on congestion and pollution. Latest transport studies provide robust evidence to demonstrate that development impacts can be appropriately mitigated.	No modification is required to the policy.
CS19: Social and community infrastructure	Policy requires the Council to work with partners to provide accessible social and community infrastructure. It resists the loss of existing social and community facilities.	Policy is in general conformity with paragraph 20 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. A revised Infrastructure Delivery Plan (IDP) has been prepared to demonstrate that there can be sufficient provision to meet need.	No modification is required to the policy.
CS20: Heritage and conservation	Policy requires development to make positive contribution to the character, distinctiveness and significance of the historic environment, including heritage assets at risk through neglect, decay and other threats. It introduces a presumption against any development that will be harmful to a listed building.	Policy is in general conformity with Section 16 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. The Heritage of Woking Study lists the heritage assets in the area worth protecting. Policy will help to protect and/or enhance them.	No modification is required to the policy.
CS21: Design	Policy sets out clear criteria for development to meet to ensure good quality design.	Policy is in general conformity with section 12 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. The Council	No modification is required to the policy.

		seeks to maximise the efficient use of land through high density development at suitable locations such as the Town Centre. This will only be sustainable and accepted by the community if it is of high quality design. Policy will help to achieve this goal.	
CS22: Sustainable construction	Policy requires new residential development to meet the energy and carbon dioxide and water components of the code for sustainable development at various time periods. It requires non-residential development above specific threshold to meet BREEAM very good standards. Development should consider connecting to the existing CHP network where feasible. It promotes electric charging points. It requires development to consider the use of sustainable construction techniques that promotes the reuse and recycling of building materials. It encourages development to make biodiversity enhancements such as green roofs and bird and bat boxes.	The Policy has 4 key parts comprising: Code for Sustainable Construction, meeting BREEAM standards, promoting electric charging points, design and construction of new development and ecology and biodiversity. With the exception of the requirement to achieve the Code for Sustainable Construction, all the other aspects of the policy continue to be in general conformity with Section 14 of the NPPF. National policy on the Code for Sustainable Construction has changed since the adoption of the Core Strategy. It is no longer a requirement for development to achieve the Code for Sustainable Construction. New targets for water and energy efficiency have been set by Government to be achieved through Building Regulations. The Council has published guidance on the website to clarify the change in national policy. This will also be reflected in the Climate Change SPD. Policy CS22 has been written to be future proofed by anticipating potential changes to national policy. The policy specifically requires development to meet the Code for Sustainable Construction <i>or any future national requirement</i> . In this regard, there is no immediate need to modify the policy in the light of the changes highlighted above. The policy already directs applicants and decision makers	No modification is required to the policy.

		to take into account latest Government policy. Also, the Government has indicated further changes in the future regarding matters such as allowable solutions, which it will be reasonable to wait to assess their policy implications before considering whether modification to the policy is necessary. Significant parts of the policy continue to be in general conformity with the NPPF. Where it is out of date, it is future proved to take into account future changes in national policy. Policy continues to serve a useful purpose.	
CS23: Renewable and low carbon energy generation	Policy encourages the development of standalone renewable energy installations to be determined on a case by case based on their individual merits.	Policy is in general conformity with Section 14 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues.	No modification is required to the policy.
CS24: Woking's landscape and townscape	Policy requires development to provide positive benefits in terms of landscape and townscape character and local distinctiveness. It sets out key requirements for development to meet.	Policy is in general conformity with Section 12 of the NPPF. Policy continues to perform a useful function in delivering the requirements of the NPPF and addressing local issues. The Council has carried out a character study to describe the distinctive characters of the various parts of the borough. The policy will ensure that development does not detract from the character of the area without stifling innovation.	No modification is required to the policy.
CS25: Presumption in favour of sustainable development	Policy reiterates paragraph 14 of the NPPF on presumption in favour of sustainable development.	Policy reflects the requirements of paragraph 11 of the NPPF. Whilst there is a slight change in the wording of the revised presumption in favour of sustainable development, they do not detract from its objectives. Policy continue to be in general conformity with the NPPF. Policy continues to perform a useful function in	No modification is required to the policy.

		delivering the requirements of the NPPF and addressing local issues. Policy continues to encourage the Council to make sure that it has up to date development plan to meet the needs of the community.	
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Conclusion

The review has had regard to the revised NPPF. Based on the above analysis, the Core Strategy continues to be in general conformity with the provisions of the NPPF and helps to deliver the Council's key priorities and the aims of Woking 2050. The constraints of the borough which has not changed since the adoption of the Core Strategy would not justify a higher future housing requirement over and above the current 292 annual requirement. The policies of the Core Strategy continue to help address the key issues and challenges facing the area and the Council's key priorities. Consequently, there is no immediate need to modify any of the policies of the Core Strategy, and in particular, the housing requirement. Section 6 of the Core Strategy commits the Council to ensure the comprehensive delivery of the Core Strategy, and the Council should focus on doing so without delay. The Core Strategy identifies the Site Allocations DPD and the Development Management Policies DPD as key Development Plan Documents that the Council has to prepare to enable the comprehensive and sustainable delivery of the Core Strategy. The DM Policies DPD has now been adopted (October 2016). The Council is in the process of preparing the Site Allocations DPD and has already published a draft for Regulation 18 consultation. As demonstrated above, the Core Strategy continues to provide an up to date strategic policy context for the preparation of the Site Allocations DPD. The Council should continue with the course it has embarked upon to prepare the Site Allocations DPD in an expeditious manner to facilitate the delivery of the Core Strategy. Any significant delay will undermine housing delivery in the area, create uncertainty and could be counter productive to the Government's aim to boost housing delivery. The Core Strategy has an in-built mechanism for its monitoring and review. The Council monitors the performance of each policy and report that in the Annual Monitoring Report, which is published by 31 December of each year. If future monitoring outcomes justify the need to modify the policies of the Core Strategy, the Council will take the necessary steps to modify the Core Strategy accordingly, and will provide a clear programme that will be reflected in the Local Development Scheme.

COUNCIL – 18 OCTOBER 2018

TREE STRATEGY AND TREE MANAGEMENT POLICIES

Executive Summary

As anticipated by the Core Strategy and Natural Working Strategy, officers have produced a Tree Strategy and Tree Management Policies.

The Natural Environment and Rural Communities Act 2006 and the National Planning Policy Framework encourages Local Authorities to produce a tree strategy. These strategies support local authorities in maximising the wide range of benefits that trees and woodlands can deliver to their constituents – for health, amenity, climate change, air quality and water management.

Tree management policies have been produced to complement the Tree Strategy, to provide a succinct and transparent approach to tree management and the decision making process in relation to trees.

Recommendations

The Council is requested to:

RESOLVE That

- (i) the Tree Strategy (Appendix 1 to the report) and Tree Management Policies (Appendix 2 to the report) be approved;
- (ii) the Tree Strategy and Tree Management Policies be published on the Council's website; and
- (iii) the Green Infrastructure / Arboricultural Team, in consultation with the Portfolio Holder for Environment and Sustainability, be delegated authority to approve future updates to the Tree Strategy and Tree Management Policies to reflect new information.

The Council has the authority to determine the recommendations set out above.

Background Papers: None.

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Date Published: 10 October 2018

Tree Strategy and Tree Management Policies

1.0 Introduction

- 1.1 The Natural Environment and Rural Communities Act 2006 and the National Planning Policy Framework encourages Local Authorities produce a tree strategy. These strategies support local authorities in maximising the wide range of benefits that trees and woodlands can deliver to their constituents – for health, amenity, climate change, air quality and water management.
- 1.2 Tree management policies has been produced to complement the Tree Strategy, to provide a succinct and transparent approach to tree management and the decision making process in relation to trees.

2.0 Draft Strategy and Management Policies

- 2.1 The Tree Strategy (see Appendix 1) sets out how the Council will work with its partners to ensure a high quality approach to tree management. It reflects the Council's aims and objectives to promote a healthy and diverse tree stock. It also discusses the benefits of trees within the urban landscape to ensure that future developments consider trees as part of design.
- 2.2 The Strategy discusses how trees mitigate the localised effects of climate change, filter particulate pollution and how, through appropriate planting and management, they can increase the health and wellbeing of the local community. These benefits have helped to shape our guiding principles and better reflect the Tree Management Policies (Appendix 2), they have also helped to set our aims and objectives as an arboriculture service.
- 2.3 The Tree Management Policies document has been produced as a guide of best practice which will provide a concise and consistent approach to tree management. It acts as an extension to the Strategy as it details how we deal with tree related enquiries and it gives our stakeholders an understanding of how we manage the Woking Borough tree stock.
- 2.4 The Management Policies take our current working practices and formalise these into one concise document. The document highlights questions that the Council faces on a daily basis to ensure our management processes are unified and our decisions are appropriately considered. It delivers an overview on our current health and safety inspection regimes and our tree planting principles.
- 2.5 The two documents together seek to secure positive outcomes for the relationship between trees and people. This is achieved by increasing awareness of the Council's management decision making amongst its stakeholders; conserving existing species diversity and trees of importance; and creating opportunities for tree replacement and the retention of trees in the urban environment.
- 2.6 Some habitats require very specific and sensitive tree management to ensure that they are maintained appropriately. For example, heathlands, in which we need to manage the ingress of trees to maintain the habitat's important flora and fauna. Officers are currently reviewing management of the Council's countryside greenspace assets, including heathlands and wetlands; options for future management policy for these sites will be considered by the Overview and Scrutiny Committee this autumn.

3.0 Next steps

- 3.1 Subject to the above, there is the potential to publish and promote the final documents during National Tree Week, starting on 24 November 2018.

4.0 Implications

Financial

- 4.1 There are no financial implications associated with the proposed Tree Strategy and Tree Management Policies.

Human Resource/Training and Development

- 4.2 A Councillor briefing took place on 6 September 2018, as detailed under Consultations.
- 4.3 No additional training requirements arise from these documents. Training on tree related matters will continue to be run in-house as required.

Community Safety

- 4.4 There are no Community Safety implications associated with the proposed Tree Strategy and Tree Management Policies.

Risk Management

- 4.5 There are no risks associated with the proposed documents. An impact assessment has been completed which shows the positive impacts of producing a Tree Strategy and Tree Management Policies.

Sustainability

- 4.6 The documents will contribute towards the delivery of a sustainable Woking Borough, in particular to implementation of the Core Strategy and Natural Woking Strategy.

Equalities

- 4.7 There are no inequalities concerns associated with the proposals. An impact assessment has been completed which shows the positive impacts of producing a Tree Strategy and Tree Management Policies.

Safeguarding

- 4.8 There are no safeguarding implications.

5.0 Consultations

- 5.1 The draft documents have been consulted with our environmental partners Serco, with relevant Woking Borough Council services (Neighbourhood Services, Green Spaces Development, Planning and Planning Policy, Flood Risk and Drainage Engineers, New Vision Homes).
- 5.2 The Climate Change Working Group has been consulted and the documents were discussed at its meeting on 19 June 2018. A number of changes to the documents were discussed including the need for a section detailing that alternative habitats (such as heathlands) may need alternative tree management.
- 5.3 A briefing for Councillors took place on 6 September 2018, giving the opportunity to learn more about the proposed documents, discuss and ask questions. Feedback from this event has informed the attached draft documents.

REPORT ENDS

Woking Borough Council Tree Strategy



Executive Summary

Trees are a fundamental part of both the urban and rural environment. The Council is responsible for the protection of trees with over 700 Tree Preservation Orders and 32 Conservation Areas. This strategy aims to provide the reader with an understanding of how we manage trees and woodland in these two very different environments, to support areas of positive health and well being for now, whilst also to allowing future generations to enjoy the positive effects.

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A Tree Management Policies document is also available, which provides detailed guidance to ensure high quality tree management practice within the Borough

1. Introduction

1.1. This strategy recognises the importance of trees, the many benefits they afford us and the increasingly important role they can play in mitigating the effects of climate change, risks of flooding, the reduction of the urban heat island effect and pollution control.

1.2. The strategy aims to guide future planning for the Borough's tree population and ensure a consistent, high quality approach is taken to tree management across the area. It also provides a broad reference for the management and maintenance of the Borough's tree population both in private and public areas.

1.3. It is designed to provide guidance to those whose activities bring them into contact with trees, to ensure that best practice is followed. This includes contractors, elected members, operational and policy officers, arboriculturalists, landscape designers and property developers.

1.4. The accompanying Tree Management Policies (Appendix 1) highlights issues and management plans associated with both urban and woodland trees. It also encompasses both privately and publicly owned trees, which form part of the wider natural environment.

2. Our Vision

2.1. The Government's Department for Communities and Local Government recommend, as good practice for Local Authorities (councils), that they develop and implement a comprehensive tree strategy.

2.2. The Core Strategy (paragraph 5.254) and the Natural Woking Strategy (and its Supporting Information document) both indicate a Tree Strategy will be produced for the Borough, to provide a coherent framework for the development of policies for the management, preservation and enhancement of tree cover, on public and private land.

2.3. The Strategy sets out to develop a planned approach to the Council's vision for trees and to support and inform those whose working lives and leisure time come into contact with them. This vision is to increase the leaf area throughout the Borough and broaden the diversity of tree species which play a vital role of achieving the goals of Natural Woking. An increase of trees within the Borough and a broad diversity of trees will increase the biodiversity whilst protecting the trees from the array of current pests and diseases.

2.4. The strategy and its policies supports delivery of the Council's vision and values for a sustainable place which maintains its high quality natural environment. It will also help to deliver key elements of Woking's plans including the Core Strategy (local development plan), Woking 2050 (climate change strategy), and Natural Woking (biodiversity and green infrastructure strategy). Many of the reasons for developing this Tree Strategy are reflected in these documents, emphasising the importance of trees and woodland to achieving the long term vision for a sustainable Woking Borough.

3. History & Landscape Character

3.1 The Borough of Woking is synonymous with leafy residential areas. The legacy of its heathland location and unique historical importance as the centre of the country's nursery industry have combined to create a remarkably rich landscape of trees.

3.2 Woking Borough Council prides itself in playing a lead role in conserving the Borough's trees and promoting the highest standards of arboricultural care. However, there are a number of pressures on the Borough's trees, including a strong demand for new development, emerging diseases, and change in climatic conditions.



Pyrus calleryana along Gloucester Walk

4. Natural and Built Environment

It has been shown by numerous studies that trees absorb pollutants in our cities with measurable benefits to people's health – such as reducing asthma levels. Yet trees also deliver a whole host of other extraordinary economic, environmental and social benefits. Studies show that where industrial areas and work places include trees, employees are more productive and have a greater sense of job satisfaction (Forestry Commission, 2010)

The Urban 'Heat Island'

4.1. Urban areas are often warmer than surrounding countryside because of extensive heat absorbing surfaces, such as concrete and tarmac, concentrated heat production and impeded air flow (Arnfield, 2003). This localised urban warming is known as an 'urban heat island'.

4.2. During the 2003 heat wave, a temperature difference between urban and rural areas of up to 10°C was recorded for London (Greater London Authority, 2006).

4.3. The benefit of trees in lowering urban air temperatures through shading and the evaporation of water is recognised in the [Heatwave Plan for England 2016](#).

4.4. In Manchester, the SCORCHIO project predicted that an increase in the area of green space of 10% would reduce the maximum surface temperature by 2.2°C compared to no change in green space. This cooling increases to between 2.4°C and 2.5°C under low and high UKCIP02 climate scenarios. Similar results have been found by modelling projects conducted in Birmingham (BUCCANEER project) and London (LUCID project).

Climate Change

4.5 Extreme weather impacts as a result of climate change have been, and will continue to be, increasingly severe and frequent (IPCC, 2007). Woking has experienced flooding, drought, snow storms and extreme heat, the consequences of which have impacted people, businesses and the natural and built environment.

4.6 Trees provide essential services in relation to mitigating the effects of climate change on the local environment. The Council utilises the special adaptations made by different tree species by planting the correct tree in the right place. For example, London Plane are fantastic trees at absorbing pollution and are therefore well suited within the urban environment.

4.7 The Borough's tree population helps mitigate the localised effects of climate change by:

- Cooling the urban heat island through the release of water vapour from leaves into the urban environment.
- Reducing the risk of flooding by intercepting rainfall and soaking up excess ground water.
- Lowering CO₂ levels through photosynthesis and carbon storage

4.8 It is particularly important that the ability of our natural environment to absorb and store carbon is maintained and maximised. The Climate Change Act 2008 sets out a duty for domestic action to be taken on climate change. This has resulted in the target of ensuring that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline. To achieve this various penalties and incentives will become increasingly challenging

4.9 Furthermore trees can also help us to adapt to climate change by providing protection and soil conditioning. This in turn prevents soil run off and excessive sediment entering our rivers and water courses. Trees offer residents cool shade from intense sun and heat. In addition trees are seen as a renewable source of energy providing biomass for local heat and energy production.

4.10 Future planning is essential in building our resilience to climate change. There is a lag of 20-100 years between planting trees and benefitting fully from their amenities, so we must be careful to preserve existing trees and plant new trees strategically to provide maximum resilience to climate change in the future.

Particulate Pollution

4.11. Trees also filter atmospheric particulate pollution (fine dusts and particles).

4.12. Fine particulate pollutants (often referred to as PM-10) can reach the lower regions of the respiratory tract and – where found in excessive concentrations - can lead to severe human health issues, both immediate and long term, especially on the young, elderly or those with asthma or other respiratory other problems. The Air Quality Standards Regulations 2010 enforce strict limits upon a wide range of pollutants.

4.13. Studies have shown that even low densities of trees surrounding pollution sources (e.g. industrial centres or roads) can prevent the dispersal of many pollutants (USDA Forest Service, 2013)

Flood Alleviation

4.14. Trees can make an important and positive contribution to flood control. Their canopies intercept heavy rain fall which reduces run off and soil erosion, whilst roots hold soil structures together and slowly absorb water, releasing back into the environment through transpiration.

4.15. Research by the University of Manchester has shown that by increasing tree canopy cover in urban areas by 10% reduces surface water run-off by almost 6%.

Ecology and Biodiversity

4.16. Trees, both living and dead, form an essential part of our local ecosystems.

4.17. In the urban environment trees help provide a visual counterbalance to the man made environment and form an important link to nature for wildlife and people.

4.18. Trees are a key component in maintaining and increasing the biodiversity of local sites, whether as sporadic specimens and stands within open habitats or in woodland environments. Trees provide shelter, nesting and opportunities for gathering food for a variety of animal and bird species.

4.19. Native and naturalised trees are an important part of many of our locally distinct habitats and have the capacity to support a wide range of species. Non indigenous and exotic tree species have also been shown to provide biodiversity benefits. A diverse tree stock is important to ensure a robust tree population that has resistance and adaptability to potential climate change and increasing exposure to exotic pests and diseases. Non indigenous tree species are often better suited to the harsh conditions of urban planting.

4.20. As trees age their biodiversity value often increases, as they are colonised by more species over time and develop more habitat niches. A mature oak for example can sustain habitats for thousands of different species of flora and fauna.

4.21. Woking is fortunate to retain a number of veteran trees, particularly oak trees throughout the Borough. Veteran trees may also be referred to as notable or ancient; they form an important part of our cultural heritage and cannot be replaced for centuries once lost. Numerous species form specific relationships with veteran trees and they are invaluable and should be protected strongly. This view is backed up by the National Planning Policy Framework.

4.22. Some habitats require very specific and sensitive tree management to ensure that they are maintained appropriately. For example, heathlands, which have very specific needs in order for them to maintain the flora and fauna found within them.

5. Current and Future Challenges

Threats

5.1. Many trees have beneficial associations with fungi, invertebrates and other organisms. The presence of a particular tree species is often critical to the survival of a particular species of flora or fauna. For example, the dormouse is an animal which thrives in areas of hazel coppice and so preserving the UK's coppice woodland is of vital importance.

5.2. New pathogens are sometimes inadvertently introduced from abroad, some with devastating consequences such as Dutch Elm disease (*Ophiostroma novo ulmi*) in the 1960's and 1970's. Outbreaks of new pest and diseases are increasing due to the global movement of goods and materials, despite stringent controls.

5.3. The Council uses industry guidance on best practice to manage and reduce the risks of introducing alien parasites, fungi and pathogens to its tree stock, this is referred to as bio-security. Our Tree Officer's realise bio-security is paramount in ensuring the viability of Woking's future tree stock, with recommendations of possible species to replant being carefully considered against current threats species are facing.

5.4. Urban trees are under pressure as the demand for residential and commercial developments increases.

5.5. People's tolerance of proximity to trees can decrease because of expectations of light and freedom from shade and perceived danger. (BS5837:2012)

5.6. Urban public open space is a precious commodity and some uses are not conducive with retention of trees alternative locations will be sourced to increase the canopy cover throughout the borough.

Future Threats

This section outlines current pests and diseases which may affect the Boroughs trees. Some are more prevalent than others, however the council is aware that these may at some point enter our trees and will advise members of the public should the need arise.

- Phytophthora ramorum – A bacterial infection thought to be carried through water.
- Asian Longhorn Beetle – An invertebrate pest, that bores into the tree.
- Oak Processionary Moth- An invertebrate pest, that has the potential to cause harm to humans and damage trees
- Ash Die-Back – A fungal infection which leads to the eventual death and decline in the host tree.
- Sweet Chestnut blight – A fungal infection causing bark death, which results in tree failure

6. Economic Value

6.1. The economic benefits of trees are well evidenced, the 2005 report by CABI Space 'Does Money Grow on Trees?' brought together findings both nationally and internationally which gave financial values to both green space and trees within urban environments. For example several studies show that property values are higher in areas with mature trees or those overlooking well kept parks and open spaces.

6.2. Mature trees add both character and monetary value to new developments and to replace like with like would cost thousands of pounds or be unachievable outside the long term. These valuations can be calculated through modelling systems such as iTree, Helliwell, and CAVAT



Dawn Redwood in Woking Park

7. Health and Social Value

7.1. In terms of health, trees provide a range of benefits.

7.2. Trees improve quality of life and sense of wellbeing and have been found to reduce stress. For example, research has shown that a view with trees and nature can speed the recovery of hospital patients (Ulrich, 1984).

7.3. People of all ages can derive great pleasure from trees, whether it is through planting and growing them in their own gardens; appreciating the change of seasons with flowers foliage, fruit and bark, climbing them, walking through woods and natural landscapes as well as enjoying well planted and tended parks.

7.4. Studies have shown:

7.4.1 Short term exposure to nature has an immediate salutary effect, with data showing a 7% higher happiness rating for those in natural areas compared to urban (calculated using both a self scoring system of participants and outside analysis), (Hartig et al 1991)



Japanese Maple in Woking Park

8. Trees and the Law

8.1. Trees of importance, as determined by the TEMPO process (see paragraph 9.5), will be designated a Tree Preservation Order under the Town and Country Planning (Tree Preservation) (England) Regulations 2012. The council will do this to preserve those trees of crucial importance to the character, environment or biodiversity of an area.

8.2. Trees are also protected by virtue of other forms of legislation that cover specific species, habitats and landscapes. This has been reinforced through the Conservation of Habitats and Species (Amendment) Regulations 2012. Also see Conservation Areas in paragraph 9.7.

8.3. For specific wildlife species, legislation can be found in Wildlife and Countryside Act (1981) (as amended); the Countryside and Rights of Way Act, 2000; the Natural Environment and Rural Communities Act (NERC, 2006); and by the Conservation of Habitats and Species Regulations (2010). Any habitats listed as Sites of Special Scientific Interest (SSSI) (of which there are several within Woking Borough) are protected under the Habitats Directive 1992, and are subject to strict regulation and monitoring.

8.4. A useful example is that of UK bat species which often nest in trees. Three quarters of British bat species are known to roost in trees. The law prohibits intentionally or recklessly disturbing a bat in its roost or deliberately disturbing a group of bats, causing damage or destroying a bat roosting place (even if bats are not occupying the roost at the time) or intentionally or recklessly obstructing access to a bat roost. Penalties on conviction include the maximum fine of £5,000 per incident or per bat (with some roosts containing several hundred bats). Other protected species will make use of wooded environments, especially for protection during the winter.

9. Planning Control and Planning Policy in Relation to Trees

Tree Preservation Order

A TPO aims to prevent the unauthorised removal of a tree or trees and also helps control any work carried out to them as well as securing replacement planting. The TPO is not intended to prevent reasonable management.

9.1. The planting and preservation of trees for amenity has been a recognised part of planning law since the 1940s. Local Planning Authorities have powers to protect existing trees and secure replacement planting when protected trees are removed.

9.2. Central Government has provided guidance on the making of Tree Preservation Orders (TPOs). This is currently set out in Planning Practice Guidance accompanying the National Planning Policy Framework.

9.3. Usually TPOs are used to protect trees on private property, although they can be used on public property as well.

9.4. Works to protected trees can be granted with conditions, including replacement planting if a protected tree is needed to be felled. Consent can also be refused if a proposal to fell is assessed as not in the best interests of retaining the tree for the wider benefit of the community. Proposals for inappropriate pruning can also be denied.

9.5 TEMPO is designed as a field guide to decision-making, as such, it stands as a record that a systematic assessment has been undertaken.

TEMPO considers all of the relevant factors in the TPO decision-making chain.

TEMPO is a three-part system:

Part 1 is the Amenity Assessment

Part 2 is the Expediency Assessment

Part 3 is the Decision Guide

Conservation Areas

9.6. Woking currently has 32 separate conservation areas. Conservation Areas are designated (under the Town and Country Planning Act 1990) to preserve or enhance the character of historic areas and provide protection to buildings and associated landscapes including trees.

9.7. Conservation area regulations protect trees above a size of 7.5 cm diameter at breast height where the trees are not already covered by a TPO. Notification is required to undertake work to such trees and the Local Authority has the options of agreeing the proposed work or to make a new TPO.

Further guidance is contained on the [Councils website](#).

Development Sites

9.8. One of the Local Authorities' aims in assessing planning development proposal applications is to ensure that attractive and valuable landscape features, including high quality trees, are retained as part of any development proposal and that sufficient land is made available for new landscaping.

9.9. Developments within the Woking area need to take account of policies within both the [Core Strategy](#) and [Development Management Policies document](#). Specifically; CS7 Biodiversity and Nature Conservation; CS24 Woking's Landscape and Townscape; and DM2 Trees and Landscaping. Core Strategy - <http://www.woking2027.info/corestrategy>

9.10. Development can have a significant negative impact on trees. A Professional Arboriculturalist should be used to assess the impact of a proposed development on existing trees, following the technical guidance in BS5837 (2012) 'Trees in Relation to Demolition, Design and Construction.' This process will identify significant trees and the constraints that they impose, which in turn will inform the design.

9.11. Typically for any planning application where there are trees on or adjacent to the proposed site, applicants should provide a tree survey, arboricultural implications assessment and an arboricultural method statement, this will include a tree protection plan. The arboriculturist should also be able to provide details of protection and mitigation measures for the development. In cases where trees are directly affected this will be required at the application stage.

10. Landscaping

10.1 Great landscaping can enhance any new development and is an important way of improving future tree stock, not only by increasing the numbers of trees but also the species mix and age range. Careful tree species selection can help a new development contribute to the preservation of the Borough's landscape character and local biodiversity.

10.2 Where appropriate there should be an emphasis on planting broad canopy species as opposed to ornamental trees, as this will have positive impact on the heat island effect and flooding. Planting within hard surfaced area should make use of under ground structures to ensure sufficient rooting environments for species selected. These can in turn be utilised in relation to SUDs calculations.

10.3. The Council's Development management document, adopted by the Council in October 2016 includes a section on landscaping in the context of new development.



Pyrus calleryana along Gloucester Walk

11. Future Actions

11.1 Increase replacement/new planting in highway verges, where possible choosing broad canopy species. Creating green corridors linking community green spaces and identifying 'Feature tree' planting sites, A site at the end of a Road that has high public amenity value, especially useful when verges in small roads aren't wide enough or in landmark positions throughout the borough, perhaps sponsored by Local businesses.

11.2 To increase diversity and age structure to cope with climate change and the increasing threat of pest and disease, to reduce the heat island effect and to help slow down water run off and the impact that has on flooding.

11.3 Implementing new tree planting in Woking Park, through the establishment of an arboretum containing a range of interesting tree species.

11. 4 To increase species and age diversity of tree stock and stimulate the public interest in trees showing the wide variety of tree species available to the public. Furthermore we look to encourage residents to plant trees which are perhaps more unusual, creating a legacy for future generations to enjoy.

11.5 Creating mulched areas under the canopies of trees to the drip line within the park by removing the grass and ground vegetation surrounding and incorporating seasoned wood chip and compost to create a 150mm spherical bed to help combat compaction and provide great amounts of plant nutrition.

11.6 To improve drainage which in turn will reduce the increasing decline of the mature tree stock and provide a beneficial environment for new planting within the park. A strong example model has been implemented to great effect at Kew Gardens.

11.7 To develop itree or similar programs to ascertain the value of Woking's tree stock giving the Council a base line to truly assess the value that trees provide to the Borough. In relation to air quality protectors, traffic calming, pollution absorption, climate change mitigators, and health and well being enhancers as well as the impact on property valuation.

11.8 Utilise volunteer groups to undertake regular pest and disease surveys e.g. observatree.org.uk

11.9 Use CAVAT (**Capital Asset Value for Amenity Trees**) to value the loss of quality trees on development sites securing funds from developers for the loss of trees on Development sites using 106 agreements for woodland enhancement works and tree planting throughout the borough

11.10 To ensure that all Council owned trees are surveyed and recorded on a Tree management system that is available to both the Councils contracted Partners and Council officers, providing historic management information including photographs and details of enquiry's from the public. This will be implemented in a digital format allowing for easier access to both officers and Partners.

Objective	Actions	Time Frame	Responsibility	Progress
Increase Replacement/new Planting on Highway Verges	Create green corridors using (where possible) broad canopy species	Review Annually	Arboricultural Team	Once a tree is removed a replacement should be provided within the next planting season
Increase Diversity, Age Structure and diseases resistant species	Plant using a mix of species both native and eotic	Review Annually	Arboricultural Team	Liaising with local nurseries and Serco to plant appropriate tree species
Establishment of an Arboretum in Woking Park	Planting of a range of interesting tree species other than those found on Highways	1-5 years	Green Spaces Development Officer and the Arboricultural Team	
Encourage the planting of different tree species	When a tree is removed under a TPO or CA, the LPA should look to encourage the planting of a range of suitable tree species considering space available	Review Annually	Arboricultural Team	Continuing replanting appropriate tree species during the application process
Reduce compaction and increase nutrient levels within Woking Park	Introduce mulching areas around the base of newly planted trees.	1-4 years	Arboricultural Team	

Improve Drainage within the Park	To coincide with the objectives set out with Mulching	1-4 years	Arboricultural Team
Woking Tree Stock Valuation	Use a product to measure the worth of the Boroughs trees.	1-3 years	Arboricultural Team
Observe pest and Diseases	Appropriate CPD for employees and utilise volunteer groups to undertake regular pest and disease surveys	1-2 years	Arboricultural Team
Evaluate the Loss of Quality Trees	Utilise CAVAT to value the loss of trees	Review Annually	Arboricultural Team
Appropriate surveying of council owned trees	Installing of PSS on mobile devices and desktop computers	1 year	Arboricultural Team and IT

Prepared by the Councils Arboricultural Team

For more information contact
trees@woking.gov.uk



Tree Management Policies

This document allows our stakeholders to understand our direction while providing answers to common questions. It is collaboration between our team at Woking Borough Council and our Environmental Partners Serco, with the aim to provide a concise and uniform approach to tree management.

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Contact Information

REPORTING A PROBLEM

Reporting a dangerous Public Tree

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Reporting an Obstruction to the Highway

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Reporting a dangerous Private Tree

If the tree is privately owned then in the first instance please contact the owner of the tree as it is considered a private matter.

Highways, Parks and Open Spaces Cleaning

If you would like to report a road, street or highway that needs to be cleaned please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

General Tree Enquires

Council Tree Maintenance

For information about when Council maintained street trees are next due to be inspected and works issued, contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Trees with Protection

Tree Works Application Advice

If you would like general advice on the application process, **please contact 01483 755855 or trees@woking.gov.uk**

Tree Protection Status

To check the protections status of a tree, **please contact 01483 755855 or trees@woking.gov.uk**

For advice about your own trees please contact a suitably qualified arboricultural professional

Council Tree Maintenance

Maintenance regimes (Trees)

Policy: The Council manages its trees so that they make a positive contribution to the local environment while maintaining a safe tree stock. Equally we wish to see more people benefit from the presence of trees by ensuring a more equal distribution of tree cover across the town. This will increase the overall biodiversity of the borough and ultimately increase the well being of the local population. Natural Woking is a strategy to seek positive outcomes for habitats and people, by enhancing provision and accessibility to green spaces; conserving appropriate existing biodiversity and habitats; and creating opportunities for species to return to the Borough.

Our response to this tree-related enquiry:

- 1) Clarification of council policy about trees / general enquiries. The enquiry will be answered within 7 working days of receipt. Customers can receive an immediate response by searching for the relevant stated policy on the council's web site. If the enquiry requires further research we will inform the customer within 15 working days and indicate a timescale for any response as appropriate.

Customer Advice: The way that trees are managed very much reflects where they are and ultimately the amount of space they have to grow:

- 1) Street trees in Woking Borough include a high number of large trees such as London plane and Oak growing in restricted spaces such as narrow streets. Given this, many street trees need to be regularly pruned to avoid nuisance to residents and the general public. Typically, street trees are re-pollarded on a regular basis when re-growth is taken back to a pre-formed framework at a fixed height. This work is visually quite harsh, but necessary to keep trees at a maximum size. Epicormic growth is removed from some types of tree annually. For information about when The Council maintained street trees are next due to be inspected and works issued as a result, contact **SERCO** on **01483 775422** or helpdesk.woking@serco.com.
- 2) Trees in parks and green spaces including closed burial grounds are managed to reflect the circumstances of the site and the type, age and condition of the trees. Trees in parks generally have more room to grow compared to those in the street and typically grow to their full height and spread. Ongoing maintenance includes the removal of dead wood, formative pruning (to remove problems in tree form when the tree is young so avoiding expensive problems later), removing low branches from pathways and the removal and replacement of trees when they come to the end of their safe and useful life. As a council we aim to increase tree planting year on year, trees are selected and sited to complement and enhance the parks or green space.

- 3) Trees in public housing open space are managed according to their location, which includes both streets (grass verges) and parks. The management of these trees is based on a safety inspection
- 4) Trees in most education facilities are managed by Surrey County Council. For more information please contact Surrey County Council on contact.centre@surreycc.gov.uk
- 5) If you would like more information about the inspection and maintenance of trees in council ownership, please contact **SERCO** on **01483 775422** or helpdesk.woking@serco.com.

Tree Planting - guiding principles

Policy: Right Tree – Right Place. The principle of this approach is that by considering the constraints and opportunities of the proposed planting site and the desired features of the proposed trees a list of best-matched tree species will be considered.

Our response to this tree-related enquiry: Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer advice:

- 1) It is generally recognised that large trees in the borough will bring considerably more benefits than smaller trees. But finding room for large trees is a problem in many locations especially streets. The Right Place, Right Tree approach will tend to 'filter out' trees that would otherwise grow too big for a certain location.
- 2) Having too many of the same type of tree in the borough is a concern because of the increased risk of a devastating loss of one or more species of tree to disease or other environmental factors. The devastation of elms being a case in point. We can increase the resilience of our trees by keeping them as healthy and hence as robust as possible. Planting a variety of species increases biodiversity and resilience to pests and diseases.
- 3) Planting native trees is generally preferred especially if the intent is primarily to attract wildlife. But, non-native exotics can make a major contribution to the borough, and in some locations, especially streets, exotics can outperform native trees as they readily adapt to climate change
- 4) Where native trees are selected the Council will endeavour to purchase trees that are of local provenance and that where possible all trees selected will be sourced locally. This has two benefits; the first is that it supports a local economy and second the trees that are purchased will have been grown in the local environment.
- 5) As climate change increasingly becomes a reality, planting and caring for trees in towns and cities will become even more important. But, we will also need to consider which types of trees will themselves be able to cope with a changed climate which is projected to be a trend towards hotter, drier summers and warmer, wetter and windier winters. There is still uncertainty about the degree and timing of such climate changes and as such more research is needed to determine which trees should be planted and when. This is echoed by the Right Tree – Right Place policy.
- 6) If you would like more information about tree planting on council owned land, please contact **our neighbourhood team on 01483 755855**

Tree Planting Programme

Policy: The council wishes to maintain and increase the tree cover across the Borough, on occasion the replacement of trees cannot be carried out if the situation for replanting is not possible.

Our response to this tree-related enquiry. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer advice:

- 1) We invite residents and business to suggest areas for planting more trees across the borough and advice can be sought for this by contacting the neighbourhood team on **01483 755855** or email NeighbourhoodTeam@woking.gov.uk
- 2) Once a tree has been planted we encourage residents to occasionally water the newly planted trees in order to give them the greatest chance of survival throughout the driest months. We ask that clean water is applied and not contaminated water as this may have a detrimental impact on the tree.
- 3) When the decision is taken to remove a council owned tree, a council Arboricultural Officer or SERCO, will determine whether it is appropriate to replant a tree in the same place (for example a street tree) or very close by (for example in a park or green space). The decision to replace the tree will then be recorded by SERCO.
- 4) Many parks and green spaces have been planted with trees over succeeding generations but without the benefit of a clear design. Sometimes this works well, but in some sites the trees actually detract from the overall enjoyment of the site because there are too many trees, they are the wrong species or in the wrong place. We do not believe that it is always appropriate to simply replace a tree in the same place. The Arboricultural officers and Serco will consider new planting on a case by case basis and may consult with one another to form a tree planting plan.
- 5) Where a tree is felled in a park or green space and it is clear that the original tree should be replaced then we will try to do this during the first tree-planting season (November - March) following the removal of the tree.
- 6) If you would like more information about tree planting on council owned land, please contact **our neighbourhood team on 01483 755855** or NeighbourhoodTeam@woking.gov.uk

Tree Safety Inspections

Policy: Trees in council ownership are inspected for safety on a cycle between 1 and 5 years according to the level of public use in the area immediately surrounding the tree.

Our response to this tree-related enquiry:

- 1) The enquiry will be acknowledged within 7 working days of receipt. If the enquiry requires further research we will inform the customer within 15 working days and indicate a timescale for any response as appropriate.

Customer Advice:

- 1) Trees are inspected by SERCO periodically to check on their condition and to identify whether any works are necessary or not depending on defects noted or otherwise, depending on the problem and the relative value of the tree. The cycle of re-inspection is determined by the location of the tree.
- 2) For information about when council maintained street trees are next due to be inspected and works issued as a result, contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Why is / was a tree felled?

Policy: A response to the reasons why any one tree was felled will be given within 15 working days of receipt. Alternatively, if the tree that was removed was situated in private land and subject to protection, you will be able to find details of an application on public access on our website.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Tree removal is regrettable but under a number of circumstances may be necessary. The decision to remove a tree is not taken lightly and, apart from when a dangerous tree needs urgent attention the council will endeavour not to remove trees unnecessarily. Most trees that need to be felled are done so because the tree has become unsafe and there is no cost effective solution to otherwise retain the tree. Other reasons why trees need to be removed include where planning approval has been granted.

Why is / was a tree pruned?

Policy: A response to the reasons why any one tree was pruned will be given within 15 working days of receipt. Alternatively, if the tree that was pruned was situated in private land and subject to protection, you will be able to find details of an application on public access on our website.

Our response to this tree-related enquiry: Provide clarification of why a tree is to be or was pruned. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Trees are pruned for a variety of reasons including the removal of damaged or poorly formed branches, to reduce the likelihood of failure. Many street trees are maintained on a cyclical programme and in the case of London planes/ Limes by where regular re-pollarding takes place.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Will newly planted council trees be maintained?

Policy: All newly planted council owned trees are subject to a 3-year maintenance programme to ensure that they become established. This includes watering and formative pruning.

Our response to this tree-related enquiry:

- 1) A site inspection is not required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) We try to keep every newly planted tree watered (for the first 2 years after planting), but some trees may be missed or some trees, because of local conditions, need more water than others. If you see a tree suffering clear signs of drought, then contact us and provide details of the location of the tree.
- 2) We also encourage residents to water the tree using clean water, especially during dry periods.

Why are some trees stumps left in the highway?

Policy: When a tree growing in the pavement is felled it is not always possible to replant at the same time. Under these circumstances a short tree stump is left as a temporary measure to mark the position of the planting site, and to ensure that the tree pit is made visual for residents to avoid tripping in the pit. Tree stumps may then be removed at a later date depending on its location.

Our response to this tree-related enquiry:

- 1) A site inspection is not required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Stumps are typically left around 1 metre (about 3 feet) or so tall, the tops are chamfered to remove any rough edges.
- 1) We may also leave a monolith/ standing deadwood depending on its location as it is great for habitat and bio-diversity.

Trees and the Law

Common Law Rights

You have a Common Law right to remove (abate) a nuisance associated with trees encroaching onto your property. The following advice is given if you wish to exercise your Common Law right with respect to encroaching trees:

- 1) You can only consider removing those parts of the tree from the point where they cross the boundary of your property. You have no legal right to cut or remove any part of a tree that does not overhang your property.
- 2) You are strongly advised to consult a professional tree surgeon or the council's tree officers for guidance on how best to prune back encroaching trees.
- 3) For enquires about trees that may be owned by Woking Borough Council contact: **01483 775422** or helpdesk.woking@serco.com
- 4) Before you consider doing any works to a tree / trees you should find out if they are protected by a Tree Preservation Order or are within a Conservation Area. If the trees are protected, you will need to submit a formal application or give notice to the Council. Third parties are able to request tree works even if they do not own the tree. To find out if the trees are protected and for guidance on how to apply for works if they are protected please contact:

Woking Borough Council
Gloucester Square
Woking
Surrey
GU21 6YL

01483 755855 or trees@woking.gov.uk

- 5) The Council advise that you discuss with your neighbour your intention to prune encroaching branches. Legally you do not own the encroaching branches and you should offer these to your neighbour if you choose to undertake any work. In all likelihood, you should consider disposing the arising's yourself. Green waste can be taken to your local [green waste disposal site](#).

Green Waste can also be collected by the council, please fill in [this form](#) for green waste collection.

If the encroachment relates to a Council or Surrey County Council owned tree, any cuttings should be disposed of appropriately and not returned to the relevant Council.

Tree protection – TPOs and Conservation Areas

Policy:

- 1) See Tree Preservation Orders and the protection of trees in a Conservation Area <http://www.woking.gov.uk/planning/trees>
- 2) Works to protected trees must be applied for in the formal manner by submitting an application form. Please visit, <http://www.woking.gov.uk/planning/makeplanningapplication/treeworks>, for the appropriate forms and guidance on how to fill them out.
- 3) Tree works applications for trees protected by a TPO can take up to 8 weeks for completion. Tree works applications for trees protected by a conservation area will be processed within 6 weeks for completion.

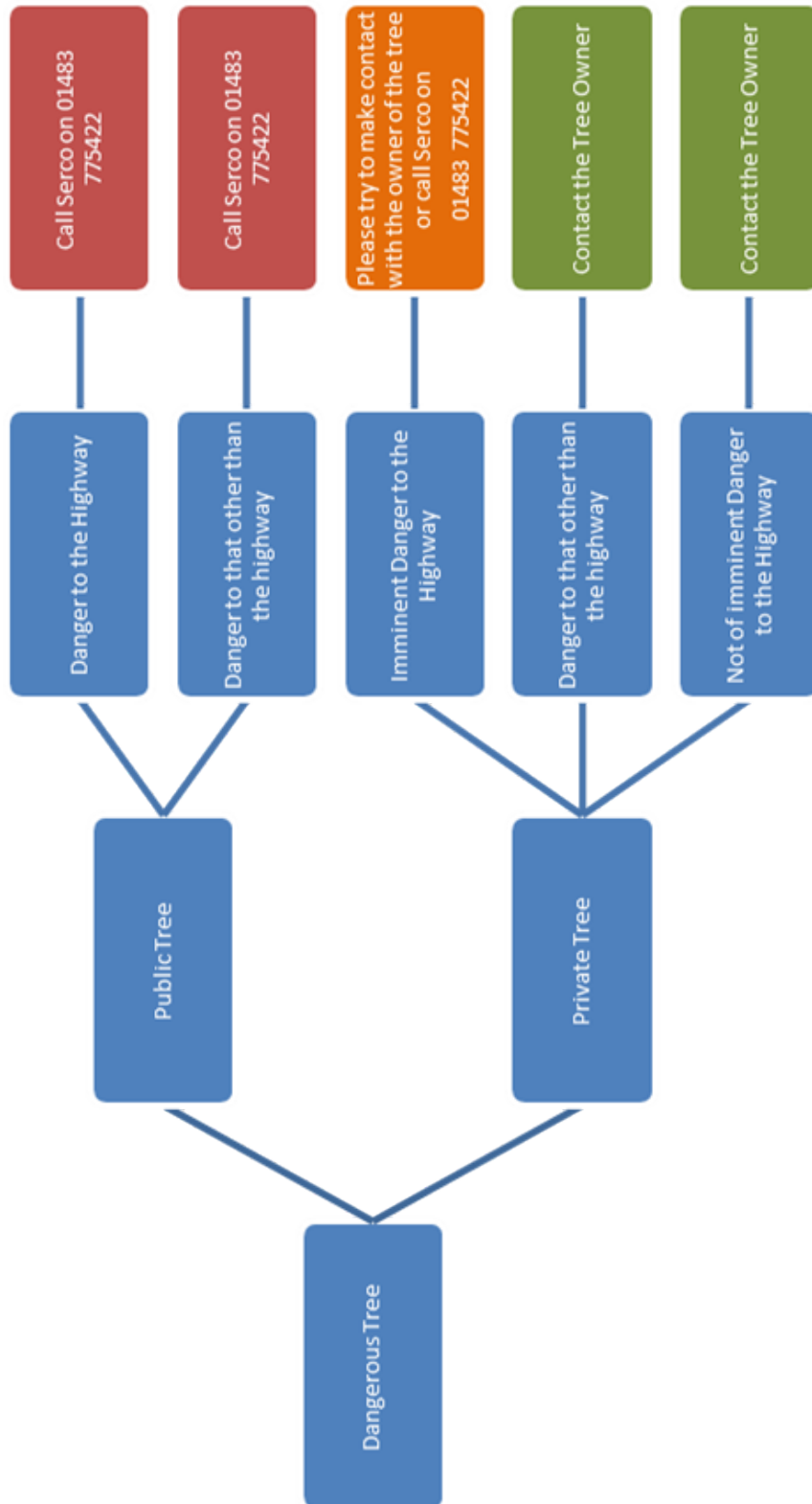
Wildlife and Countryside Act – Nesting Birds

Policy:

- 1) All wild birds are protected under the *Wildlife and Countryside Act 1981* (as amended) whilst they are actively nesting or roosting.
- 2) It is also an offence to take or destroy any wild bird eggs from nests.
- 3) This means that trees should be checked thoroughly prior to works being carried out. Unless the works are considered an emergency works to trees should be avoided until the tree is nest free.

Dangerous Trees

The diagram below shows the process of response for tree related enquiries. For further policy information, please continue to pages 14 -19.



Public and Private Tree – Causing an Obstruction to the Highway

Policy: If a tree is causing an obstruction to the highway then the Council will aim to attend site within 1 hour, where reasonably practical, with the aim to remove the obstruction. An obstruction is where a tree or section of tree is blocking all or some of the access to a highway.

Our response to this tree-related enquiry:

- 1) If an emergency situation arises our tree contractor will aim to attend site within 1 hour to make the situation safe. An emergency is defined as a tree that is in immediate danger of failure or a tree that is causing an obstruction requiring urgent attention, or
- 2) If not an emergency situation, a site inspection will be undertaken within 6-8 weeks of receipt and the customer will be notified of what action is considered appropriate.

(An emergency is considered to be a severe risk to health and safety of the highways and its users) **Please see page 19 for further information.**

Customer Advice:

- 1) If a privately owned tree is causing an obstruction to a road, powers exist to remove the obstruction and make the highway safe.

Reporting a Problem

If you would like to report a problem with a public or private tree causing an obstruction to the highway then please contact SERCO on **01483 775422** or helpdesk.woking@serco.com

Public Tree – Danger to Highway

Policy: If a council owned tree is in such a condition that it poses a high risk to people or property and is considered to be an emergency situation then instruction will be given to our tree contractor who will aim to attend site within 1 hour, where reasonably practical, to make the tree safe.

Our response to this tree-related enquiry:

- 1) If an emergency situation arises our tree contractor will aim to attend site within 1 hour to assess the situation. An emergency is defined as a tree that is in immediate danger of failure or a tree that is causing an obstruction requiring urgent attention, or
- 2) If not an emergency situation, a site inspection will be undertaken within 6-8 weeks of receipt and the customer will be notified of what action is considered appropriate.

(An emergency is considered to be a severe risk to health and safety of the highways and its users) **Please see page 19 for further information.**

Customer Advice:

- 1) Trees can be made safe via pruning or felling. Typically we would employ the most cost effective approach. But, for certain High Value trees (those of high amenity value) we would consider other options to reduce risk to an acceptable level including options to reduce the likelihood of the tree failing or the likelihood of persons being close to the tree if it did fail.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Private Tree – Danger to Highway

Policy: If a tree in private ownership is shown to be a danger to the highway, the landowner will be contacted and instructed to make the tree safe. Please note the landowner will be responsible for any costs associated with works to private trees.

Our response to this tree-related enquiry:

- 1) If an emergency situation arises our tree contractor will aim to attend site within 1 hour to assess the situation. An emergency is defined as a tree that is in immediate danger of failure or a tree that is causing an obstruction requiring urgent attention, or
- 2) If not an emergency situation, a site inspection will be undertaken within 6-8 weeks of receipt and the customer will be notified of what action is considered appropriate.

(An emergency is considered to be a severe risk to health and safety of the highways and its users) **Please see page 19 for further information.**

Reporting a Problem

If you would like to report a problem with a private tree causing an imminent danger to the highway then please contact the owner or call Serco on 01483 775422

Private Tree – Danger to that other than the Highway

If the tree is privately owned then in the first instance please contact the owner of the tree as it is considered a private matter

If a neighbouring tree is dangerous please inform your neighbour, contact your insurers and seek legal advice.

Public Tree - Danger to that other than the Highway

Policy: If a council owned tree is in such a condition that it poses a high risk to people or property and is considered to be an emergency situation then instruction will be given to our tree contractor who will aim to make the tree safe within an hour.

Our response to this tree-related enquiry:

- 1) If an emergency situation arises our tree contractor will aim to attend site within 1 hour to assess the situation. An emergency is defined as a tree that is in immediate danger of failure or a tree that is causing an obstruction requiring urgent attention, or
- 2) If not an emergency situation, a site inspection will be undertaken within 6-8 weeks of receipt and the customer will be notified of what action is considered appropriate.

(An emergency is considered to be a severe risk to health and safety of the highways and its users) **Please see page 19 for further information.**

Customer Advice:

- 1) Trees can be made safe via pruning or felling. Typically we would employ the most cost effective approach. But, for certain High Value trees (those of high amenity value) we would consider other options to reduce risk to an acceptable level including options to reduce the likelihood of the tree failing or the likelihood of persons being close to the tree if it did fail.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree then please contact **SERCO** on 01483 775422 or helpdesk.woking@serco.com

Public Tree – Requiring action but not of imminent danger

Policy: If a tree is identified as hazardous, but the risk to the public is low then the tree will be made safe depending on the degree of risk identified at the time of inspection.

Our response to this tree-related enquiry:

- 1) If not an emergency situation, a site inspection will be undertaken within 6-8 weeks of receipt and the customer will be notified of what action is considered appropriate.

(An emergency is considered to be a severe risk to health and safety of the highways and its users) **Please see page 19 for further information.**

Customer Advice:

- 1) Trees can be made safe via pruning or felling. Typically we would employ the most cost effective approach. But, for certain High Value trees we would consider other options to reduce risk to an acceptable level including options to reduce the likelihood of the tree failing or the likelihood of persons being close to the tree if it did fail.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

What Constitutes a Dangerous Tree

Customer Advice:

- 1) Inspection - If a tree poses an immediate and present danger we will inspect a very high risk tree within 6 hours, high risk within 18 hours, medium risk within 24 hours and low risk within 48 hours.
- 2) Works Required - Any works required as a result of inspection for very high risk trees to make safe or secure (this may just be coning/ taping off) will be carried out within 3 hours of inspection, high risk within 12 hours, medium risk within 48 hours and low risk within 96 hours.
- 3) Signs to look for which may mean that a tree is in such condition to warrant immediate attention include a tree which is:
 - a) Snapped or blown over
 - b) Rocking at its base – roots are damaged
 - c) Uprooted but held up by another tree or building
 - d) Large branch has broken off or is hanging off the tree
 - e) Blocking road, footpath, access to property
 - f) Fallen on to house or car
- 4) Signs to look out for which may mean that a tree is a risk to people or property but the risk does not require an emergency response include a tree which is:
 - g) Dead
 - h) Bark is loose and falling off
 - i) Mushrooms or fungi growing on or near the tree
 - j) Old splits and cracks in the trunk or large branches
 - k) Smaller branches falling from the tree
 - l) Small areas of deadwood
- 5) Trees can be made safe via pruning or felling. Typically we would employ the most cost effective approach. But, for certain High Value trees (those of high amenity value) we would consider other options to reduce risk to an acceptable level including options to reduce the likelihood of the tree failing or the likelihood of persons being close to the tree if it did fail.

Concerns Relating to Trees

Bird droppings

Policy: The Council would not usually prune or fell a Council owned tree to remove or reduce bird droppings, or remove/clean bird droppings from private land.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Bird droppings may be a nuisance, but the problem is not considered a sufficient reason to prune or remove a tree. Nesting birds are protected under the Wildlife and Countryside Act (and other related wildlife law) and the Council will not interfere with the habitat of nesting birds to prevent bird droppings.
- 2) Suggestions for abating the problem are outlined here:
 - Place a false bird of prey near to the tree to reduce the amount of birds sitting in the tree.
 - Wind chimes can help deter birds from nesting in a the tree

If the tree is privately owned then please contact the owner of the tree as it is considered a private matter.

Blossom

Policy: The Council would not usually prune or fell a Council managed/ owned tree to remove or reduce blossom from trees or remove fallen blossom from private land.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Tree blossom is a natural occurrence, which cannot be avoided by pruning and signals the start of spring.
- 2) Roads, streets or the highway are swept of excessive blossom as necessary. Similarly paths through parks and green spaces will be swept of blossom as part of normal cleaning cycles.

If the tree is privately owned then please contact the owner of the tree as it is considered a private matter.

Crime and anti-social behaviour

Policy: Where a Council managed/ owned tree is associated with criminal activity and / or anti -social behaviour, measures to reduce the problem will be considered on a site-by-site basis.

Our response to this tree-related enquiry:

- 2) Customers will be informed within 7 working days of receipt that a site inspection is required and that such a site inspection will be undertaken within 8 weeks of receipt and the customer notified of what action is considered appropriate.

Customer Advice:

- 1) Where a tree is associated with criminal activity and / or anti-social behaviour, steps to reduce the problem may require the coordination of a number of organisations including the Police. Just pruning or felling a tree is not always the answer to the problem. Some research shows that areas with lots of trees actually help to make places safer. But, neglected spaces with overgrown trees and untidy areas can encourage criminal activity and / or anti-social behaviour. The Council's tree and grounds maintenance contractor aims to improve these areas by making the local environment cleaner, greener and safer.
- 2) You are not allowed to remove wood (or other parts of a tree) from parks or green spaces without consent. Sometimes wood will be left in some of our wooded areas for wildlife habitat and this must be left to encourage bio-diversity. Un-authorized persons are not allowed to use a chainsaw of any type in parks or green spaces. If you see someone who may be removing wood without consent (a person not associated with SERCO, the council contractor) or they are using a chainsaw then call the Police on their non-emergency number, 101, and please call **SERCO on 01483 775422**

Drains

Policy: The Council would not usually prune, fell or cut the roots of a Council owned tree to prevent roots entering a drain. If the tree is privately owned and protected with a Tree Preservation Order or is within a Conservation Area, an application should be submitted for any work and will be considered in the normal manner. All applications are considered on their own merits.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Tree roots typically invade drains that are already broken or damaged. Trees themselves very rarely break or damage the drain in the first place. Tree roots found in a drain are usually symptomatic of an underlying problem requiring repair of the broken pipe. If you are concerned about the condition of your drains then you are advised to contact your water and sewerage company.

Fruit

Policy: The Council would not usually prune or fell a council owned tree to remove or reduce the nuisance of fruit / berries or nuts, or remove such fallen fruit from private land.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Fruit trees such as apple, cherry and pear have the double benefit of spring blossom and autumn fruit. This makes fruit trees good for wildlife and a source of free food. But, there are some locations where fruit trees are less desirable, for example where soft fruit would make the pavement slippery.
- 2) When considering what tree to plant we take account of the likelihood of such problems. Equally, where fruit trees are established but there is a significant anti-social behaviour problem we may consider phased removal and replacement on a case by case basis.
- 3) Roads, streets or the highway are swept of excessive fruit as necessary. Similarly paths through parks and green spaces will be swept of fruit as part of normal cleaning cycles.

High hedge

Policy: You can find out full details about making a high hedge complaint on the [Government website](#).

Before you make a complaint, you must have taken the following steps to sort out the problem yourself:

- Spoken and written to your neighbour about the hedge and how it is affecting the enjoyment of your property. You must have made at least three attempts in the last four months with at least two in writing; and
- Spoken to a [third party mediation group](#). These are groups run by trained mediators who will mediate between two parties in dispute.

Once the above steps have been taken and the issue remains unresolved please complete the form and send it to the marked address. As well as the form, you will need to send us:

- A site plan with the hedge clearly marked on it. This should be to scale and show the relevant site and hedge measurements, including the direction of North; and
- A cheque made payable to 'Woking Borough Council' for the [correct fee](#).

In addition, the hedge you wish to make a complaint to us about must:

- be made up of a line of at least two evergreen or semi-evergreen trees or shrubs;
- not have any significant gaps in it;
- be at least two metres in height when measured from the level of roots at ground level; and
- Block out light to your home or garden.

A Successful Complaint

If the Council decides that the hedge is affecting the enjoyment of your property, we may decide to issue a remedial notice. We will send this notice to you, the owners and occupiers of the land, on which the hedge is growing, and any neighbouring owners or occupiers that are affected. This remedial notice will explain:

- That you have made a complaint;
- That we have decided to support your complaint and the reasons for this;
- The action that the hedge owner must take and the date that this action must be taken by;
- Any future action which the hedge owner must take to stop the problem happening again;
- What will happen if the hedge owner does not take this action within the timescale we set; and
- That the remedial notice is registered as a local land charge for the time it is valid.

An Unsuccessful Complaint

Both the complainant and the owner of the hedge can appeal to the Planning Inspectorate against a decision we make: Any appeal must be made to the Planning Inspectorate within 28 days of the remedial notice, or the date on which we notify all interested parties of our decision.

Installation of a drop kerb

Policy: Woking Borough Council is not required to agree the felling or pruning of the roots of a council owned tree to allow the installation of a drop kerb.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) If you want to provide off road parking at your property that requires the installation of a drop kerb off the highway, it is advised that you contact Surrey County Council
- 2) Further advice can be sought on our website;
<http://www.woking.gov.uk/planning/service/preapp/kerbs>

Leaves

Policy: The Council would not usually prune or fell a council owned tree to remove or reduce leaf fall or remove fallen leaves from private property.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) The loss of leaves from trees in the autumn is part of the natural cycle and cannot be avoided by pruning.
- 2) The maintenance of gutters is the responsibility of the landowner and the Council is not obliged to remove leaves that may have fallen from Council managed/ owned trees. Where gutters are regularly blocked by fallen leaves, the occupant may wish to consider gutter guards to provide a low maintenance solution.
- 3) For roads, streets or the highway extra teams are working in the autumn to clear fallen leaves.
- 4) In parks and green spaces paths or areas of hard standing are regularly cleared of fallen leaves, but leaves on grass / shrub beds are generally left until the majority of leaves have fallen before they are removed (unless leaving them would damage the grass in which case the accumulated leaves would be removed sooner).
- 5) Leaves are generally sent for composting to our local green waste sites and used to manage the boroughs local plant stock.
- 6) Roads, streets or the highway are swept of excessive leaves as necessary. Similarly paths through parks and green spaces will be swept of leaves as part of normal cleaning cycles.

Light

Policy: The Council would not usually prune or fell a council owned tree to improve natural light in a property.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice

- 1) In law there is no general right to light. Any right to light would need to be established via a specific grant (rare) or by prescription
- 2) Following this, a legal right to light can only be enjoyed in relation to a specific opening (such as a window) in a building; there is no right to light in connection with open land, such as a garden. Further, if these conditions are met then an owner of the building is entitled to such access of light as will leave his premises adequately lit for all purposes for which they may reasonably expect to be used.
- 3) If natural light is being blocked by the growth of a hedge then action may be taken to reduce the problem under the High Hedges Act, Part 8 of the Anti-social Behaviour Act, 2003. For further information refer to the Council's web page on High Hedges. See High Hedges on Page 23.

Nuisance to third parties – private tree

Policy: The Council has no authority to intervene in a dispute between neighbours. However, if the problem is due to a 'high hedge' information can be found on the Planning web page.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Please make contact with your neighbour first to see if the issue can be resolved
- 2) You may benefit from approaching a mediation service if you cannot amicably resolve a dispute between yourself and your neighbour. Here is the link for the [Woking Mediation Service](#)

Personal circumstances

Policy: The Council would not usually prune or fell a council owned tree where a request has been made to do so on the grounds of a medical condition or other personal circumstances.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Pollen

Policy: The Council would not usually or fell a council owned tree to remove or reduce the release of pollen.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Poisonous berries

Policy: The Council would not usually prune or fell a council owned tree as a result of poisonous fruit / foliage (such as yew trees), however where it is claimed or known that unsupervised young children are likely to be exposed to poisonous berries or foliage, such cases will be investigated and appropriate action considered. When considering planting these types of trees in public areas, the Council will employ the Right Tree – Right Place approach.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Road - Sight Lines

Policy: We will undertake work to a tree in council ownership to maintain clear sight lines at junctions and access points (associated with a street, road or highway).

Our response to this tree-related enquiry:

- 1) If an urgent situation arises a council officer will aim to attend site within 2 working days to assess the situation.
- 2) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate. The owner of the tree may be informed of what works they are responsible for to prevent the tree from harming persons or property.

Customer Advice:

Standards for visibility vary according to the class and speed limit in force.

- 1) If a privately owned tree is causing an obstruction to the visibility at a road junction (sight line), powers exist under the Highways Act to make the owner of the tree remove the obstruction. If they do not, Surrey County Council or Woking Borough Council may do the work and recharge the owner.
- 2) The shoots that grow from the base of some trees in council ownership such as are removed as part of our tree maintenance programme. Basal shoots on trees in parks and open spaces are not held as priority work and may be done when time allows unless they are significantly obstructing pathways etc. Otherwise, the removal of epicormic shoots for aesthetic reasons is done as and when funds allow or when it is necessary to inspect the base of a tree.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact our Neighbourhood team on 01483 755855

If the tree is privately owned then please contact the owner of the tree as it is considered a private matter.

Roots

Policy: The Council will not prune, fell or cut the roots of a Council owned tree to prevent roots damaging property that is already broken or damaged. If the tree is privately owned and protected with a Tree Preservation Order or is within a Conservation Area, an application should be submitted for any work and will be considered in the normal manner. All applications are considered on their own merits.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 2) Tree roots typically enter areas of property that are already broken or damaged. Trees themselves very rarely break or damage property in the first place. Tree roots found near the property are usually symptomatic of an underlying problem requiring repair of previously damaged property. If you are concerned about the condition of your property please contact your insurers.

Sap

Policy: The Council would not usually prune or fell a Council owned tree to remove or reduce honeydew or other sticky residue from trees. The Council also do not see this as sufficient justification for works applied for within a TPO application.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) Honeydew is caused by greenfly (aphids) feeding on the tree, which excrete a sugary sap. Often the honeydew is colonised by a mould, which causes it to go black.
- 2) Unfortunately, there is little that can be done to remove the aphid which causes this issue and pruning the tree may only offer temporary relief and any re-growth is often more likely to be colonised by greenfly.

Service Providers

Policy: Services providers, such as Network Rail, UK Power Networks and British Gas, are exempt from the need to make formal applications for tree works even if the tree is under statutory protection.

Our response to this tree-related enquiry:

- 1) A site inspection is not required. Customers will be informed of council policy within 7 working days of receipt of an enquiry
- 2) The service providers should follow best practice guidelines. If you are concerned about the practices involved please contact the relevant company.

Street Light Obstruction

Policy: We will undertake work to a tree in council ownership to ensure that trees do not unduly obstruct the streetlight.

Our response to this tree-related enquiry:

- 1) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate. The owner of the tree may be informed of what works they are responsible for to prevent the tree from harming persons or property.

Customer Advice:

- 1) If a privately owned tree is causing an obstruction to street light, powers exist under the Highways Act to make them remove the obstruction. If they do not, the council may do the work and recharge the owner.
- 2) When new trees are being planted, their position is considered so that to avoid the obstruction of street lighting.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact our Neighbourhood team on 01483 755855

If the tree is privately owned then please contact the owner of the tree as it is considered a private matter.

Subsidence damage to property (tree-related)

Policy: The Council has in place active tree management systems to avoid damage being caused to buildings and other structures as a result of the action of council owned trees. We rigorously defend claims to identify bogus or false claims. It is noted that Woking is primarily situated on Bagshot sands soil structure and would advise that you seek the advice from an arboricultural consultant and your insurance company before proceeding with any formal claim.

Our response rate to this tree-related enquiry:

- 1) Concerns about tree-related subsidence damage: All concerns about tree-related subsidence damage involving a council owned tree will be acknowledged within 7 working days of receipt. In our response, we will advise that you should contact your insurance provider for advice. In addition, we will advise you that you should contact us again if you wish to make a formal claim for damages or to formally notify us of your concerns about future damage.

Customer Advice:

- 1) If you believe that your property is suffering subsidence damage due to the action of trees in council ownership (or that you are concerned about potential damage) then we will respond by advising that you should contact your property insurer.

Telephone wires

Policy: We may undertake work to a tree in council ownership if the tree is causing significant damage and the works alleviate the problem.

Our response to this tree-related enquiry:

- 1) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate. The owner of the tree may be informed of what works they are responsible for to prevent the tree from harming persons or property.

Customer Advice:

- 1) It maybe that your telephone service provider may be able to suggest an alternative solution to the problem. Sometimes it is possible to redirect your telephone line to alleviate the issue.

Traffic signal / street sign obstruction

Policy: We will undertake work to a tree in council ownership to maintain clear sight lines for traffic signals and street signs (associated with a street, road or highway).

Our response to this tree-related enquiry:

- 1) If an urgent situation arises a council officer will aim to attend site within 2 working days to assess the situation.
- 2) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate. The owner of the tree may be informed of what works they are responsible for to prevent the tree from harming persons or property.

Customer Advice:

- 1) If a privately owned tree is causing an obstruction to a traffic signal or street sign, powers exist under the Highways Act to make the owner remove the obstruction. If they do not, Woking Borough Council or Surrey County Council may do the work and recharge the owner.

Tree and TV / satellite reception

Policy: The Council would not usually prune or fell a council owned tree to prevent interference with TV / satellite installation / reception.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) It maybe that your satellite or TV provider will be able to suggest an alternative solution to the problem, for example relocating the aerial/dish or means to boost the signal.

Tree too big / too tall

Policy: We will not prune or fell a council owned tree because it is considered to be 'too big' or 'too tall'.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) A tree is not dangerous just because it may be considered too big for its surroundings. Other problems and evidence would need to be identified for the council to consider it to be dangerous.

Tree touching building

Policy: If a tree in council ownership is touching your property (dwelling house, boundary wall, garage etc.) we will take action to remove the nuisance.

Our response to this tree-related enquiry:

- 1) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate.

Customer Advice:

- 1) In many cases the solution will be for the council to prune the tree, but in exceptional circumstances it may be more appropriate to fell the tree. If pruning is appropriate we will endeavour to undertake works to stop the problem re-occurring within 3 years.

Reporting a Problem

If you would like to report a problem with a Woking Borough Council tree or have a general enquiry then please contact **SERCO on 01483 775422 or helpdesk.woking@serco.com**

Trip hazard

Policy: We will undertake measures to make safe an unacceptable trip hazard in street, road or highway caused by the growth of a council owned tree.

Our response to this tree-related enquiry:

- 1) If an emergency situation our tree contractor will be instructed to attend site within 1 hour to make the situation safe. An emergency is defined as a tree that is in immediate danger of failing or a tree that is causing an obstruction requiring urgent attention, or
- 2) If not an emergency situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate.

Customer Advice:

- 1) Pavements (associated with a street, road or highway) are inspected regularly and trip hazards repaired as appropriate.
- 2) There are a number of ways the council can repair a pavement damaged by tree roots. Simply, the pavement surface can be 'built-up', or isolated roots can be pruned (if these do not affect the stability of the tree) and the pavement surface repaired. Removal of the tree is usually the last resort (accepting that in some circumstances where the tree is low value or easily replaced removal may be the most appropriate solution).

Vandalism

Policy: We will look into any reports of vandalism to a council owned tree and try to correct any damage where we can.

Our response to this tree-related enquiry:

- 1) If an urgent situation arises a council officer will aim to attend site within 2 working days to assess the situation.
- 2) If not an urgent situation a site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate. The owner of the tree may be informed of what works they are responsible for to prevent the tree from harming persons or property.

Views

Policy: The Council would not usually prune or fell a council owned tree to improve the view from a private property.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) There is no legal right to a 'view'.

Wild animal / insect pest

Policy: The Council would not usually prune or fell a council owned tree to remove or reduce incidence of perceived pests such as bees, wasps, or wild animals.

Our response to this tree-related enquiry:

- 1) A site inspection is not usually required. Customers will be informed of council policy within 7 working days of receipt of an enquiry.

Customer Advice:

- 1) You may be able to dispose of individual pests but this may not control or eliminate the pest itself. Ideally the whole nest should be destroyed. This can be achieved with great caution but it is far safer to use pest control experts.
- 2) It is important to note that some pests are vital Bees for example are important to biodiversity and the ability to produce food, therefore advice should be taken before considering their removal.

Response rates to public enquiries

Policy: emergency tree-related issue

SERCO will aim to attend site within 1 hour to assess the situation. An emergency is defined as a tree that is in immediate danger of collapse or a tree that is causing an obstruction requiring urgent attention.

Policy: non-emergency tree-related safety issue

A site inspection will be undertaken within 15 working days of receipt and the customer notified of what action is considered appropriate.

Policy: tree enquiry not requiring a site inspection

Customers will be informed of council policy within 15 working days of receipt of an enquiry. Customers can receive an immediate response by searching for the relevant stated policy on the council's web site.

Policy: tree enquiry requiring a site inspection

Customers will be informed within 15 working days of receipt that a site inspection is required and that such a site inspection will be undertaken within 6-8 weeks of receipt and the customer notified of what action is considered appropriate.

Policy: concerns about tree-related subsidence damage

All concerns about tree-related subsidence damage involving a council owned tree will be acknowledged within 15 working days of receipt. In our response, we will advise that you should contact our insurance department for advice.

Policy: claims / notice of alleged tree-related subsidence damage

All claims or notice of claims against the council relating to a council owned tree will be acknowledged within 15 working days of receipt. In our response (Insurance department response process)

Policy: clarification of council policy about trees / general enquiries

The enquiry will be answered within 15 working days of receipt. Customers can receive an immediate response by searching for the relevant stated policy on the council's web site. If the enquiry requires further research we will inform the customer within 15 working days and indicate a timescale for any response as appropriate.

Glossary

Crown

The foliage bearing section of the tree formed by its branches and not including any clear stem/trunk.

Deadwood

Non-living branches or stems due to natural ageing or external influences. Deadwood provides essential habitats and its management should aim to leave as much as possible, shortening or removing only those that pose a risk. Durability and retention of deadwood will vary by tree species.

Decline

When a tree exhibits signs of a lack of vitality such as reduced leaf size, colour or density.

Epicormic growth

New growth arising from dormant or new buds directly from main branches/stems or trunks.

Fertilising

The application of a substance, usually to the tree's rooting area (and occasionally to the tree), to promote tree growth or reverse or reduce decline. This will only be effective if nutrient deficiency is confirmed. If decline is the result of other factors such as compaction, physical damage, toxins etc., the application of fertiliser will not make any difference.

Formative pruning

Minor pruning during the early years of a tree's growth to establish the desired form and/or to correct defects or weaknesses that may affect structure in later life.

Fungi/Fruiting bodies

A member of the plant kingdom that may colonise living or dead tissues of a tree or form beneficial relationships with the roots. The fruiting body is the spore bearing, reproductive structure of that fungus. Removal of the fruiting body will not prevent further colonisation and will make diagnosis and prognosis harder to determine. Each colonisation must be considered in detail by a competent person to determine the long term implications of tree health and structure when considered alongside the tree species, site usage etc.

Root pruning

The pruning back of roots (similar to the pruning back of branches). This has the ability to affect tree stability so it is advisable to seek professional advice prior to attempting root pruning.

Vitality

The degree of physiological and biochemical processes (life functions) within an individual, group or population of trees.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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