



Local Development Framework

Infrastructure Capacity Study and Delivery Plan

DRAFT 2021 Review – PART 1 OF 2

Produced by the Planning Policy Team.

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1. Introduction

Overview

- 1.1 This report provides an update following the last publication of the Council's Infrastructure Delivery Plan (IDP) in April 2018. The IDP is a living document which the Council has committed to review to ensure that it is continuously robust and up to date. This revised IDP will add to the evidence base for forthcoming development plan documents, reviews of existing development plan documents, and other relevant documents such as the annual Infrastructure Funding Statement.
- 1.2 The IDP establishes what additional infrastructure and service needs are required to support the level of development proposed in Woking's Core Strategy, adopted in 2012 and reviewed in 2018, over the period to 2027. It is important to note that the IDP does not include every infrastructure scheme or project planned in the Borough, but rather focuses on the infrastructure required to support the development proposed in the Core Strategy and emerging Site Allocations DPD. It does not seek to address deficiencies in existing infrastructure provision, although there may be circumstances where supporting growth might be most effectively achieved through upgrading existing facilities, for instance through expanding existing schools. Schemes identified in Neighbourhood Plans should also be taken into account and can also provide justification for how the element of the Community Infrastructure Levy earmarked for Neighbourhood Areas is spent.
- 1.3 The IDP was first drafted in 2011 to quantify the nature, scale and sources of funding for the necessary infrastructure to support planned development in the emerging Core Strategy. Policy CS16: *Infrastructure Delivery* of the Core Strategy sets out how the Council views the IDP as a 'living' document that will be regularly reviewed to ensure that it is as robust and up-to-date as possible, taking into account changes in need, capacity and the availability of funding sources in order that the Council and partners can respond to any changes to priorities in a timely and coordinated manner. As such, the infrastructure requirements were last reviewed in 2017/18 as per Core Strategy commitments, and published in an updated IDP in April 2018 to reflect newly emerging information.
- 1.4 The 2018 IDP has most recently formed a key part of the evidence base to support the draft Site Allocations DPD, currently undergoing Examination. After extensive engagement with a wide range of infrastructure providers and service delivery organisations, the 2018 IDP seeks to:
 - provide an up-to-date baseline position establishing current infrastructure provision, identifying any shortfalls and potential constraints to development;
 - set out up-to-date infrastructure and service requirements in respect of the overall quantum of growth proposed in the Core Strategy; and
 - set out specific infrastructure and service requirements in respect of the Council's proposed spatial distribution of growth contained in the Regulation 19 version of the Site Allocations DPD. It also identifies, where appropriate, the specific infrastructure requirements for individual site allocations included in the draft DPD.
- 1.5 The quality and capacity of the following types of infrastructure in Woking have been comprehensively assessed as part of the 2018 IDP update:
 - Transport
 - Education (primary and secondary schools, early years, further education and adult learning provision)
 - Health

- Social and community infrastructure
 - Public services (including emergency services)
 - Utilities (gas, electricity, CHP, water, waste water and digital communications)
 - Flood alleviation; and
 - Green infrastructure, including Suitable Alternative Natural Greenspace.
- 1.6 This latest IDP is undertaken in two phases. The first phase of the review, which is this document, focuses on four key infrastructure types:
- Transport
 - Education
 - Health; and
 - Flood alleviation.
- 1.7 The four themes have been selected because they have been of particular importance to local communities, evidenced in representations made during the consultation on the Site Allocations DPD. Phase two of the review, which is the review of the remaining themes of the IDP, is scheduled to be completed by the end of the year.
- 1.8 The IDP will also be used to inform the Council's annual Infrastructure Funding Statement (IFS). The IFS will set out details of developer contribution receipts and infrastructure projects that have been or will be prioritised for funding.
- 1.9 Planning for infrastructure is a continuous and iterative process, and the IDP can only represent the Council's understanding of the infrastructure required to support the development proposed at the time the IDP is prepared. The IDP will therefore continue to be updated as committed in the Core Strategy to reflect the latest available information on infrastructure requirements and provision.

Methodology

- 1.10 The following steps have been taken to inform the IDP review:
- A review was carried out of evidence base documents, the findings of which have been reflected in the IDP review – a table preceding each chapter lists the relevant documents;
 - A briefing note was prepared and circulated to infrastructure stakeholders within Woking Borough Council, Surrey County Council and external providers for the selected infrastructure categories, along with a copy of the relevant 2018 IDP extract and associated schedule, inviting comments and requesting updates. A spreadsheet was also provided which outlined the latest site allocations being considered at Examination together with details for each of these sites including expected housing and/or employment yield. Infrastructure providers were asked to:
 - Review the details and confirm whether the identified infrastructure projects remained current or provide updated details if the projects had progressed/further information was available;
 - Identify any additional infrastructure requirements or service delivery projects relating to the allocations either on a site-specific basis or broader settlement context; and
 - Identify any infrastructure investment projects/proposals programmed to come forward during the Core Strategy period (to 2027) that would not necessarily be directly related to the proposed allocations.
 - Engagement with key stakeholders took place via zoom meeting, email and/or telephone to inform the review. This included: Surrey County Council's spatial planners, school commissioning officers and transport planners; further education providers; healthcare representatives; Highways England; Network Rail; and

Woking Borough Council's drainage and flood risk engineering team, major development proposal project managers, and asset management officers.

- Where site promoters have provided technical or other information related to infrastructure requirements this has been used to update the infrastructure schedule where appropriate. This was supplemented by an assessment of responses (representations) to the Regulation 19 consultation for the Site Allocations DPD, and any further representations submitted as part of the Examination in Public – both of which took place after the last IDP review - to identify any further relevant information.
- A high-level analysis was carried out by the planning policy team to identify the scope for future developer contributions and other funding mechanisms to support the delivery of infrastructure identified in this latest IDP review.

Infrastructure Prioritisation

1.11 Identified schemes within each infrastructure type continue to be classified within the Infrastructure Delivery Plan Schedule in terms of priority as either:

- Critical – it is essential they are in place upfront in order for development to commence e.g. some transport schemes and utilities
- Essential – necessary to meet the needs of the development proposed, but precise timing and phasing is less critical and development can commence ahead of its provision e.g. schools and primary health care
- Preferred – required in order to build sustainable communities but timing and phasing is not critical over the plan period. Some of the identified preferred infrastructure may be delivered through the neighbourhood component of CIL.

1.12 Full details of infrastructure schemes identified, including any relevant updates emerging from the review, are summarised in the IDP Schedule in Chapter 3.

Structure of this report

1.13 The report is structured as follows:

- Chapter 2: provides up-to-date national and sub-regional context for infrastructure planning, and a summary of existing and emerging documents making up 'Woking 2027' – the Development Plan for Woking - including updated housing and employment allocations in the draft Site Allocations DPD.
- Chapters 3: provides an up-to-date Infrastructure Delivery Plan Schedule for each infrastructure theme, including all identified funding and delivery mechanisms to date. This acts as an 'executive summary' of findings arising from the IDP review;
- Chapters 4 to 7: set out the updated infrastructure position for infrastructure topic areas identified for focussed review. Each chapter includes a summary of the 2018 IDP followed by an assessment of the updated position, and any updates on identified sources of funding and delivery.

2. Latest Context

National Planning Policy Context

- 2.1 There have been some changes to the national planning policy context since the last IDP was published. The National Planning Policy Framework (NPPF) was revised in 2019, and requires strategic policies to set out an overall strategy for the pattern, scale and quality of development, and in doing so make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, the provision of minerals and energy (including heat) and community facilities (such as health, education and cultural infrastructure) (paragraph 20).
- 2.2 The NPPF encourages joint working and cooperation, which is important to determine where additional infrastructure is necessary (paragraph 26). Plans should set out the contributions expected from development, including affordable housing and other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure), without undermining the deliverability of the plan (paragraph 34).
- 2.3 The NPPF is supplemented by the planning practice guidance (PPG). The PPG provides further detail on how local planning authorities can demonstrate that plans are capable of delivering spatial objectives. Paragraph 059 sets out the importance of plans adopting a realistic perspective about what can be achieved, and when, which means paying attention to providing an adequate supply of land, identifying what infrastructure is required, and how this can be funded and delivered. A collaborative approach should be taken with infrastructure providers, service delivery organisations and other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters, to identify infrastructure deficits and requirements, and ways to address them. In doing so, local planning authorities will need to:
 - assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.
- 2.4 It is recommended that available evidence of infrastructure requirements is used to prepare an Infrastructure Funding Statement, which, “should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used”.
- 2.5 Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with guidance.
- 2.6 Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty, and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.” (paragraph 059 reference ID: 61-059-20190315).
- 2.7 The PPG also clarifies that, “infrastructure providers should, so far as possible, seek to plan for longer term infrastructure requirements set out within adopted plans and reflect

this in their funding and investment decisions. Any agreement between the authority and infrastructure provider can be used as evidence when trying to secure funding” (paragraph 060 reference ID: 61-060-20190315).

- 2.8 In addition to planning practice guidance, in November 2019 the Department for Education published non-statutory guidance¹ to help local authorities secure developer contributions for education so that housing developers contribute to the cost of providing the new school places required due to housing growth. Its recommendations are to be considered alongside the National Planning Practice Guidance on the evidence, policies and developer contributions required to support school provision.
- 2.9 In the Planning for the Future White Paper², the government proposes to replace the existing system of developer contributions with a new, consolidated Infrastructure Levy. The Levy would capture a proportion of land value uplift associated with housing development, and use this to fund affordable housing and infrastructure. The proposal is to have a mandatory, nationally-set rate or area-specific rates, with the current system of planning obligations under Section 106 abolished. This would provide greater certainty for communities and developers about the level of developer contributions expected alongside new development. The Government is currently considering responses to the consultation on Planning for the Future, and decisions on how to take the Infrastructure Levy forward are subject to this consideration. The outcome will be taken into account once the Government publishes its intentions.

Sub-Regional Context

- 2.10 The 2018 IDP sets out the sub-regional stakeholders who play a central role in determining local economic priorities and investment to drive economic growth and improve infrastructure, such as Enterprise M3 Local Enterprise Partnership.
- 2.11 Transport for the South East (TfSE) was established in 2017 as a shadow sub-national transport body covering 16 transport authorities and five LEP areas. Its role is to strategically influence future investment in road and rail in the south east, with the aim of unlocking the potential for growth where lack of transport infrastructure has been a barrier to sustainable development. In June 2020 TfSE published its thirty-year Transport Strategy, proposing a shift away from the current focus on planning for vehicles to one based on providing for people and places. Instead of expanding the network to address congestion, the approach would see increased investment in public transport alternatives, developing integrated land use planning policies, adopting emerging transport technologies, and adopting demand management policies.
- 2.12 To deliver the Transport Strategy, a number of corridor studies are planned. These will be used to identify interventions on the transport network leading to the development by April 2022 of a Strategic Investment Plan (SIP), which will set transport infrastructure investment across the South East up to 2050. Woking Borough is included within two of the planned corridor study areas:
- Inner Orbital area – includes the M25, plus Heathrow Airport;
 - South West radial – incorporates the M4, M3 and A3, as well as parts of the Great Western Railway.

¹ DfE (November 2019) ‘Securing developer contributions for education’:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

² MHCLG (August 2020) ‘Planning for the Future’ White Paper:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/958420/MHCLG-Planning-Consultation.pdf

- 2.13 The Inner Orbital Study is timetabled to report at the end of 2021. The South West Study start date is April 2021, subject to further funding being confirmed from DfT by March 2021.
- 2.14 In October 2020, the Transport Secretary announced that TfSE would not be granted its request for statutory status or the transfer of powers at this time.
- 2.15 Surrey County Council (SCC) are also responsible for the delivery of significant elements of infrastructure in its role as local highway authority, lead local flood authority, education authority, waste disposal authority and in the provision of libraries and social care.
- 2.16 The previous IDP referred to and was informed by Surrey's Infrastructure Study 2017, which demonstrated the sheer scale of the challenge of providing and critically, funding, infrastructure to support growth which is sustainable. The Study indicated that delivering the necessary infrastructure to support growth planned in Surrey to 2031 was estimated to cost at least £5.51 billion, with only £3.04 billion of potential funding identified.
- 2.17 SCC is reviewing the Infrastructure Plan to establish a framework for the prioritisation of infrastructure with innovative approaches to funding and financing. The Infrastructure Plan will prioritise projects in the county over the short, medium and long term to support 'good growth', as defined in Surrey's 2050 Place Ambition. It is hoped that the plan will help attract funding and deliver infrastructure more effectively. The first 'baseline report' stage has been completed, and the next stage will see the development of a 'Prioritisation Framework' to review schemes consistently and assess their deliverability. The initial programme will likely focus more on schemes from the Transport infrastructure category, given the obvious link to delivering district and boroughs' Local Plans. An initial sieve of projects selected for consideration within and surrounding Woking include:
- A245 Smarter Highway – West Byfleet to Painshill
 - A322 Smarter Highway – M3 Junction Improvements
 - A322 Smarter Highway – West End to Knaphill
 - Bisley Bridge replacement
 - Hermitage Road Cycle Bridge
 - Low Carbon Connections: Chertsey, Addlestone, St Peter's Hospital & A320 Corridor
 - Railway Station Hubs & Access (Woking & Elmbridge)
 - Six Crossroads Junction Smarter Highway
 - Woking Sustainable Transport Package, Phase 2
 - Woking Town Local Cycling and Walking Infrastructure Plan Delivery – Phase 1
- 2.18 Woking Borough Council will engage with SCC to feed into their review before a shortlist of individual schemes is agreed, and Outline Business Cases are then developed, with funding identified as necessary. New schemes may be added to the long list as they are identified. The final stage will be developing the revised Surrey Infrastructure Plan itself, setting out projects that can be delivered and an indication of potential funding sources and financing options, including those of utilities, social and economic infrastructure, green and blue infrastructure and transport.

Woking Context

- 2.19 Woking Borough Council is preparing a series of Local Development Documents (LDDs) which make up the 'Woking 2027' Development Plan, to guide planning and

development in the Borough until 2027. A key component of the LDDs is the Core Strategy, adopted in October 2012 and reviewed in October 2018.

- 2.20 The Core Strategy identifies the level and broad distribution of housing and employment provision in the Borough. It makes provision for the delivery of 4,964 net additional dwellings, 28,000sqm of additional office floorspace, 20,000sqm of warehouse floorspace, and 93,600sqm of retail floorspace for the period between 2010 and 2027. A Travellers Accommodation Assessment also identifies a need for 19 pitches to be provided between 2017 and 2027.
- 2.21 The Council is currently producing a Site Allocations Development Plan Document (SA DPD) which identifies land and allocates specific sites to enable the delivery of development identified in the Core Strategy. The DPD is undergoing independent Examination. The Council is waiting for the Inspector's Final Report.
- 2.22 This section provides an overview of proposed housing and employment growth, which the infrastructure projects in the IDP would help support.
- 2.23 A summary of policies for transport and planning obligations which have relevance to infrastructure provision in Woking, are also included.

Housing Requirement and Allocations

- 2.24 The housing requirement for the period 2010 to 2027 equates to 4,964 net additional dwellings, or 292 dwellings per year.
- 2.25 The Council's development monitoring records indicate delivery to date of 2,668 homes, between 1 April 2010 and 31 March 2020. Sites allocated in the draft SA DPD for 10 dwellings or more are listed in Table 1 below. The SA DPD therefore identifies sufficient Urban Area and Green Belt land to meet the residual housing requirement of the Core Strategy period, plus additional land to compensate for non-implementation, and land to meet longer-term development needs beyond the plan period which will only be released for development through a review of the either the Core Strategy and/or the Site Allocations DPD (the sites where land is safeguarded beyond 2027 have not been included in Table 1 as their yields are yet to be determined).

Urban Area Site Reference ³	Site name	Proposals Map Location (and Ward)	Indicative no. of dwellings (net gain)	Timescale
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet Local Centre (Byfleet and West Byfleet)	12	2025-2026
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	Woking Town Centre (Canalside)	50	2023-2024
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Woking Town Centre (Canalside)	14	2022-2023
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Woking Town Centre (Canalside)	149	2025-2026
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Woking Town Centre (Canalside)	94	2021-2022

³ Site references relate to those of the 'Main Modifications' consultation document, available here: <https://www.woking2027.info/allocations/sadpdexam/mmconsultation/mmschedule.pdf>

UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Woking Town Centre (Canalside)	50	2025-2026
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	Woking Town Centre (Canalside)	43	2023-2024
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	Woking Town Centre (St John's)	55	2026-2027
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Woking Town Centre (Canalside)	55	2026-2027
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Woking Town Centre (Canalside)	125	2026-2027
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Woking Town Centre (Canalside)	67	2022-2023
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	St John's East Urban Area (Horsell)	67	2026-2027
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	Barnsbury Urban Area (Heathlands)	55	2026-2027
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	Barnsbury Urban Area (Heathlands)	12	2026-2027
UA22	Ian Allan Motors, 63-65 High Street, Old Woking GU22 9LN	Old Woking Urban Area (Hoe Valley)	24	2023-2024
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Kingfield Local Centre (Hoe Valley)	10	2026-2027
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Sheerwater Urban Area and Local Centre (Canalside)	570	2025-2026
UA25	101-121 Chertsey Road, Woking, GU21 5BW	Woking Town Centre (Canalside)	104	2025-2026
UA28	29-31 Walton Road, Woking, GU21 5DL	Walton Road Neighbourhood Centre (Canalside)	10	2021-2022
UA29	95-105 Maybury Road, GU21 5JL	Maybury Urban Area (Canalside)	61	2026-2027
UA30	Walton Road Youth Centre, Walton Road, Woking GU21 5DL	Maybury Urban Area (Canalside)	21	2025-2026
UA31	Car Park (east), Oriental Road, Woking, GU22 8BD	Woking Town Centre (Mount Hermon)	250	2024-2027
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	Woking Town Centre (Mount Hermon)	88	2026-2027
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	Woking Town Centre (Mount Hermon)	100	2025-2026
UA35	The Crescent, Heathside Crescent, Woking, GU22 7AG	Woking Town Centre (Mount Hermon)	10	2024-2025
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Woking Town Centre (Mount Hermon)	10	2023-2024

UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	St Johns Local Centre (St John's)	11	2025-2026
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet District Centre (Byfleet & West Byfleet)	12	2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet District Centre (Byfleet & West Byfleet)	208	2024-2025
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	West Byfleet Urban Area (Byfleet & West Byfleet)	28	2025-2027
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	Kingfield Urban Area (Hoe Valley)	93	Up to 2027
Green Belt Site Reference	Site address	Location	Indicative Yield	Anticipated rate of delivery
GB1	Land south of Brookwood Lye Road, Brookwood GU24 0EZ	Brookwood (Heathlands)	93	2022-2024
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	Brookwood (Heathlands)	6 Traveller pitches and 1 transit site	2020-2021
GB7	Nursery land adjacent to Egley Road, Mayford GU22 0PL	Mayford (Heathlands)	118	2023-2025
GB9	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet (Byfleet & West Byfleet)	555	2022-2027
GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet (Byfleet & West Byfleet)	15 Traveller pitches	2022-2027
GB10	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet (Byfleet & West Byfleet)	268	2020-2023
SA1	Stable Yard, Guildford Road	Pyle Hill (Heathlands)	1 Traveller Pitch	2020-2021
SA1	Land to the South of Gabriel Cottage, Blanchards Hill	Jacob's Well (Heathlands)	1 Traveller Pitch	2021-2022

Table 1: Sites allocated in the draft Site Allocations DPD for housing, and indicative yields (as at January 2021)

2.26 The 2018 IDP supported the preparation of policies in the draft SA DPD by assessing any infrastructure needs associated with the proposed spatial distribution of development at specific, allocated sites. Table 2 below indicates the spatial distribution of residential development proposed in the SA DPD, by area.

Location	Residential units (net) ⁴
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264
Rest of Canalside (including Sheerwater)	662
Byfleet and West Byfleet	1,098
Goldsworth Park	0
Heathlands	286
Hoe Valley	127

⁴ Indicative figures. Includes Traveller Pitches and C2 Units

Horsell	67
Knaphill	0
Mount Hermon (not including Town Centre)	0
Pyrford	0
St John's	11
Total	3,515

Table 2: Spatial distribution of residential development, in accordance with the draft Site Allocations DPD

- 2.27 As well as allocating land for infrastructure necessary to support the growth envisaged in the Core Strategy (e.g. for SANG, transport, community and cultural facilities), a number of key requirements within the site allocation policies stipulate the provision of additional site-specific infrastructure to support development; and also to secure CIL contributions to fund priority infrastructure projects as identified in the annual Infrastructure Funding Statement.
- 2.28 For example, key requirements reiterate the need to produce a Transport Assessment to identify traffic impacts of development, and any appropriate mitigation measures; or to produce wastewater assessments on sites where wastewater capacity has been identified to be a potential issue. Policy CS16: *Infrastructure delivery* of the Core Strategy stipulates that new development provides the necessary infrastructure on site required for the development to be acceptable. These site specific infrastructure requirements will be identified through the development management process when proposals come forward for determination.

Employment Requirement and Allocations

- 2.29 The Core Strategy makes provision for the delivery of 26,000sqm of office floorspace, 20,000sqm of warehousing floorspace and 93,900sqm of additional retail floorspace between 2010 and 2027. Future retail development is mainly accommodated within Woking Town Centre, West Byfleet District Centre and to a limited degree the local centres; future office development can be accommodated within Woking Town Centre and to a limited degree West Byfleet District Centre, as well as the Butts Road/Poole Road employment areas and areas adjacent to the town centre boundary. Existing employment areas can meet projected need and are capable of accommodating future requirements for industrial/warehousing space.
- 2.30 This spatial strategy is reflected in the draft SA DPD, which allocates the sites shown in Table 3 below for employment use, predominantly in the main centres and existing employment areas. Several of these sites are allocated for mixed uses, to include residential development and in some instances infrastructure uses, including transport improvements and community facilities.

Urban Area Site Reference ⁵	Site name	Location	Employment floorspace (net sqm)	Timescale
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	Woking Town Centre	4000 (Office)	2022-2024
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	Woking Town Centre	1000 (Office)	2022-2023

⁵ Site references relate to those of the 'Main Modifications' consultation document, available here: <https://www.woking2027.info/allocations/sadpdxam/mmconsultation/mmschedule.pdf>

UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	Woking Town Centre	1600 (Office) plus retail floorspace	Up to 2027
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	Woking Town Centre	1000 (Office)	2020-2022
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	Woking Town Centre	400 (Office) plus retail floorspace	2025-2026
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	Woking Town Centre	Re-provide existing office	2025-2027
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	Woking Town Centre	16719 (Office)	Up to 2027
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	Woking Town Centre	1200 (Office) plus retail floorspace	2024-2027
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	Woking Town Centre	900 (Office)	Up to 2027
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	Woking Town Centre	1500 (Office) plus retail floorspace	2024-2027
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	St John's East Urban Area	40742 (Office / warehousing)	Up to 2027
UA15	The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH and 48-58 Chertsey Road, Woking, GU21 5AJ	Woking Town Centre	Re-provide existing office	2022-2023
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	Woking Town Centre	740 (Office)	Up to 2027
UA17	Griffin House, West Street, Woking, GU21 6BS	Woking Town Centre	1000 (Office)	Up to 2027
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	Woking Town Centre	800 (Office)	Up to 2027
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	Kingfield Local Centre	Retail floorspace	2025-2027
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	Sheerwater Urban Area (includes Local Centre)	Retail floorspace	2019-2026
UA25	101-121 Chertsey Road, Woking, GU21 5BW	Woking Town Centre	Re-provide existing office	2020-2026
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	Sheerwater Urban Area	6000 (Industrial / warehousing / office)	Up to 2027
UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	Maybury Urban Area	3600 (Industrial / warehousing)	Up to 2027
UA29	95-105 Maybury Road, GU21 5JL	Maybury Urban Area	Office / other employment use	Up to 2027
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	Woking Town Centre	1000 (Office)	Up to 2027
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	Woking Town Centre	Office floorspace	2023-2024
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	West Byfleet Urban Area	10000 (Industrial)	Up to 2027

UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet District Centre	181 (Retail)	2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet District Centre	Re-provide existing office plus retail floorspace	2022-2025
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	Kingfield Urban Area	Retail floorspace	Up to 2027
Green Belt Site Reference	Site address	Location	Employment floorspace (net sqm)	Anticipated rate of delivery
GB10	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet	Office and research floorspace	2020-2023

Table 3: Sites allocated for employment uses in the draft Site Allocations DPD

2.31 The latest Employment and Retail Topic Papers⁶ show there is adequate capacity to provide for the remaining employment and retail requirements of the Core Strategy, predominantly through increasing the density of development, facilitated by transport improvements. Site allocation policy UA27, Monument Way West Industrial Estate, identifies the need for improvements to transport infrastructure in the form of a fourth arm to the Sheerwater link road; and site allocation policy UA7 allocates land for significant transport improvements to the railway infrastructure, bus service and road network. Significant transport improvements, as well as additional retail floorspace, will also be delivered on unallocated sites via the Housing Infrastructure Funding proposals.

Transport Policy

2.32 Policy CS18: *Transport and accessibility* sets out Woking Borough Council's proposals to deliver a well-connected and integrated transport network to support the sustainable functioning and development of the Borough. In summary, the policy focuses on the following:

- Working with key stakeholders to deliver the Surrey Local Transport Plan vision and objectives;
- Locating most new development in the main urban centres to minimise the need to travel;
- Requiring Transport Assessments and Travel Plans for relevant development proposals to assess the impacts of development, identify appropriate mitigation measures and how travel needs of occupiers will be managed sustainably;
- Advocating provision for cycling, walking and public transport development;
- Ensuring appropriate parking standards are met;
- Ensuring any transport infrastructure changes, or increase in road vehicle usage, will not have adverse impacts on the integrity of designated conservation sites;
- Safeguarding land in the SA DPD to deliver schemes that are adopted by the County Council to support the Core Strategy.

2.33 In accordance with policy CS1: *A spatial strategy for Woking*, the SA DPD allocates most new development to the main centres. Around 58% of the number of sites allocated are either partly or wholly within a town, district or local centre, where access to key services

⁶ Woking Borough Council Retail Topic Paper, November 2019, is available here: <https://www.woking2027.info/ldfresearch/retailtopicpaper.pdf>; Woking Borough Council Employment Floorspace Topic Paper, October 2018, is available here: <https://www.woking2027.info/ldfresearch/emptopic.pdf>

and facilities is relatively good, thereby reducing the need to travel and providing access to public transport to provide a wider choice of transport modes. Where appropriate, key requirements have been included in site allocation policies to ensure transport requirements are addressed as part of the development management process. These key requirements have been informed by a range of transport studies⁷, which identify impacts of development and potential mitigation at these locations.

2.34 Additionally, sites have been allocated to improve sustainable transport modes in the Borough. Both specific site allocations and key requirements included within the SA DPD policies seek to:

- Deliver an improved public transport interchange at Woking station (site allocation policy UA7), scheduled for delivery between 2022 and 2027, with a proposed railway flyover. The latter is included, subject to funding, in Network Rail's 'Route Strategic Plan: Wessex Route 2019 to 2027' (update provided below);
- Deliver potential mitigation measures along key transport corridors in the Borough that will be impacted by development proposals. A number of mitigation measures have been identified for the A320 corridor, and the SA DPD allocates the Six Crossroads roundabout (policy GB6) for essential improvements. In order to address potential transport effects of the allocations in Byfleet and West Byfleet, mitigation measures have been identified along the A245 corridor. Transport improvement schemes along each of these corridors are identified on the Infrastructure Funding Statement to attract CIL funding;
- Secure developer contributions via CIL and S106 agreements to deliver borough-wide and site-specific mitigation measures to support development proposals;
- Require developers to submit Travel Plans with proposals, to ensure car use by future occupiers is minimised;
- Require developers to submit Transport Assessments with proposals to identify the impacts of development proposals on the transport network and put forward measures to enhance sustainable modes of travel.

2.35 The Council continues to actively work with a range of stakeholders, including neighbouring boroughs, Surrey County Council, Highways England, Network Rail and the Local Enterprise Partnership to ensure that strategies and investments for supporting sustainable transport and development patterns are aligned. This engagement has been reinforced during the preparation of this IDP update.

Infrastructure Policy

2.36 Policy CS16: *Infrastructure delivery* of the Core Strategy sets out the framework for collecting financial contributions from developers to support improvements to infrastructure services and facilities that are required as a result of development. Paragraph 6.8 of the Core Strategy explains how development has impacts and it is only fair that developers, in addition to the public sector, make a contribution towards mitigating the impact of their development. Developers will be required to contribute towards the provision of facilities, services and infrastructure to make a scheme acceptable in planning terms before planning approval is granted.

2.37 Policy CS16 also sets out the Council's intention to introduce the Community Infrastructure Levy (CIL) in order to secure contributions from new development to pay for essential infrastructure. CIL was adopted and came into effect from 1 April 2015 as the primary means of securing developer contributions towards infrastructure provision.

⁷ Transport studies include the A320 Corridor Study; Transport infrastructure mitigation measures for A245; the Woking Town Centre Microsimulation Model, and the Green Belt Boundary Review Sensitivity Test, all available on the Research and Evidence Base webpage: <https://www.woking2027.info/ldfresearch>

Infrastructure which can be funded by the levy includes schools, transport, flood defences, hospitals, community facilities and other health and social care facilities. The definition allows the levy to be used to fund a broad range of facilities such as play areas, parks and cultural and sports facilities. The levy can be spent on the provision, improvement, replacement, operation or maintenance of infrastructure. It can be used to increase the capacity of existing infrastructure or to repair failing infrastructure if that is necessary to support development, but it cannot be used to fund solutions to existing problems i.e. traffic calming/management.

- 2.38 A CIL Charging Schedule⁸ sets out the levy rates for the Borough, and identifies key infrastructure priorities to enable the delivery of strategic infrastructure and facilitate the delivery of planned development. A CIL Funding Gap Topic Paper identified four key infrastructure priorities that CIL money would be used to deliver, including education, transport and highways, leisure and recreation and Suitable Alternative Natural Greenspace (SANG) infrastructure. The Council aims to ensure that critical infrastructure is delivered in the first instance i.e. infrastructure without which development could not take place. In Woking, this is the mitigation required to protect the Thames Basin Heaths SPA – future improvements to green areas to deliver SANG.
- 2.39 The Charging Schedule emphasises that there are other types of essential infrastructure that are also needed, which the Council will work with infrastructure providers to deliver to support development, including drainage, flood alleviation, health, community facilities and indoor sports. Updates to the IDP continue to identify these needs. However, the total cost of the identified four priority infrastructure types is already significantly more than what can be realistically secured by CIL based on evidence of viability.
- 2.40 The Charging Schedule therefore seeks alternative sources of funding towards infrastructure provision, to complement CIL contributions. CIL is not intended to replace mainstream funding from public sector sources, but rather to reduce the gap between the cost of providing the required infrastructure to support a growing population and the amount of money available from other sources. The Council, along with other service providers and partners such as Surrey County Council and the Local Enterprise Partnership, will continue to explore other forms of available funding to complement developer contributions.
- 2.41 IDP updates, including this one have identified other sources of funding to include:
- Central government funding and grants;
 - Local Enterprise Partnership (LEP) funding;
 - Capital funds identified by the Borough and/or County Council;
 - Long-term strategic delivery plans, such as the Local Transport Plan;
 - Financial forward plans of delivery agencies;
 - Specific evidence provided by delivery agencies, such as Surrey County Council on spending plans; and
 - Funding identified by local area committees.
- 2.42 Planning obligations will continue to operate alongside CIL, but will be scaled back to site specific matters in order to mitigate the impacts of a development proposal. This can be via a planning agreement entered into under section 106 of the Town and Country Planning Act 1990 (S106 agreement) by a person with an interests in the land and the local planning authority; or via a unilateral undertaking entered into by a person with an interested in the land without the local planning authority. Section 278

⁸ The CIL Charging Schedule is available at:
<https://www.woking2027.info/infrastructure/httpwwwoking2027infoinfrastructurechargingschedule>

Agreements can be completed between the developer and highway authority (Surrey County Council) where development requires work to be carried out on the existing adopted highway.

- 2.43 Pooling restrictions have recently been removed by amended CIL Regulations, allowing local authorities to use five or more S106 contributions to fund a single infrastructure project. However, any S106 obligations for infrastructure projects will need to meet the statutory tests in regulation 122 of the CIL Regulations (as amended), and be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 2.44 The Council may require developments to deliver infrastructure via planning conditions rather than planning obligations. This could be for infrastructure such as sustainable drainage systems (SuDS), flood mitigation measures, other green infrastructure improvements and/or public art. Planning conditions can also be used to prohibit the occupation of the development or it commencing until supporting infrastructure has been provided (Grampian conditions).
- 2.45 Some infrastructure, such as utility services, will continue to be delivered by the private sector and it is not the role of the IDP to set out mechanisms to secure funding. Developers may need to contribute directly to the private sector utility companies for connections or reinforcements to the network, but this is not the responsibility of the Council. The IDP does however set out infrastructure schemes identified by utility providers to meet development needs.
- 2.46 There will also be publicly funded infrastructure where the Borough or County Councils are not responsible for their delivery. In these circumstances, the Borough Council may agree S106 contributions or apply CIL towards these types of infrastructure, but delivery will be the responsibility of other organisations, such as NHS England or Highways England.
- 2.47 The four infrastructure priorities were initially set out in a 'Regulation 123 List', but this has now been replaced with an Infrastructure Funding Statement (IFS) (from 31 December 2020), in accordance with amended CIL Regulations. The Statement should identify infrastructure needs, the total cost of this infrastructure, anticipated funding from developer contributions, and the choices the authority has made about how these contributions will be used. This latest IDP update will therefore guide the content of future iterations of the IFS, which is published by 31 December of each year.
- 2.48 In addition to understanding the infrastructure needs to support planned growth, it will also be important to understand the phasing of growth and what impact this may have on the need for phased funding and delivery of infrastructure. The draft Site Allocations DPD includes an indicative housing trajectory which is an important step towards understanding when sites are expected to come forward and the impact of this on infrastructure delivery.

3. Schedule of Infrastructure Delivery Requirements

EDUCATION INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Early years							
Additional provision for c.127 early years places in Canalside, Horsell, Mount Hermon and Pyrford ward cluster, in part to be met by new nursery provision on land within Sheerwater Priority Place (site UA24)	Remainder of Core Strategy period (to 2027)	E	SCC, Private sector	c. £1.2m at £9,615 per early years place (SCC Developer Contribution Guide)	Private capital / S106 / CIL	c.£576,900	Sheerwater regeneration scheme includes provision for a new nursery as part of the community hub (planning approval secured). WBC and SCC collaborating to define specification for nursery provision, and determine its capacity. Phased completions to Spring 2025.
Additional provision for c.51 early years places in Byfleet and West Byfleet ward cluster.	Remainder of Core Strategy period (to 2027)	E	SCC, Private sector	c. £490,365 at £9,615 per early years place (SCC Developer Contribution Guide)	Private capital / S106 / CIL	c.£490,365	
Primary schools							
Provision of up to c.760 primary school places at existing schools. Specific expansions of schools in areas of high demand to be determined – monitoring is ongoing.	Remainder of Core Strategy period (to 2027)	E	SCC, School Academies/Trusts and DfE	c.£10.5m at £13,728 per pupil place (SCC Developer Contribution Guide)	DfE / SCC capital funding / School Academies/Trusts / CIL / S106	Dependent upon sufficiency of existing infrastructure	Refer to SCC Developer Contributions Guide for yield factors and costs per place. Sheerwater regeneration scheme includes provision for 290sqm of additional classroom floorspace at Broadmere Primary School

							(outline planning approval secured).
Additional primary places via temporary / permanent expansion at: Broadmere, Byfleet, Beaufort, Westfield, Sythwood, West Byfleet Infant and Junior, New Monument, Pyrford, Goldsworth, The Marist and St Dunstan's Primary Schools.	<i>COMPLETED 2013-2019</i>	E					1590 permanent school places provided across 10 schools since 2012.
Expansion of Greenfield School through relocation to new site and expansion plans to become a 2FE school with up to 394 places for YR to Y6.	Commenced operation at new site September 2019. Expansion plans due to complete 2021.	P	Greenfield School, WBC	c.£21m	Greenfield School capital funds, WBC Investment Programme	None	Planning approval secured for additional classrooms and facilities to expand capacity of the school by c.200 places since September 2018.
Secondary schools							
Provision of up to c.546 secondary school places at existing schools. Specific expansions of schools in areas of high demand to be determined (potentially temporary).	Remainder of Core Strategy period (to 2027)	E	SCC, School Academies/Trusts and DfE	c.£11.3m at £20,685 per pupil place	DfE / SCC capital funding / School Academies/Trusts / CIL / S106	Dependent upon sufficiency of existing infrastructure	Refer to SCC Developer Contributions Guide for yield factors and costs per place.
New secondary school on land at Egley Road as a 4FE school (600 places)	<i>COMPLETED SEPTEMBER 2019</i>	E					Hoe Valley School opened on its new site in September 2018, with capacity for 600 pupils. The school increased its PAN from 120 to 150 in September 2020 to help meet increased demand.
Additional 600 secondary places via permanent expansion at St John the Baptist and Bishop David Brown Schools	<i>COMPLETED 2016-2018</i>	E					BDB expanded from 150 to 180 places per year from 2016. SJB increased from 180 to 240 places per year from 2018.

Post-16 / Further education							
Expansion of Woking College by 4 temporary and 8 permanent classrooms and outdoor sports facilities, plus off-site facilities at Old Woking Community College, to meet existing shortfall in provision to sufficiently accommodate 1400 pupils.	By August 2022	E	Woking College	Improvements and alterations to Old Woking Community Centre: c.£2.9m	DfE (ESFA) capital funding Woking College capital fund CIL / S106	Funding identified	Planning permission for on-site expansion secured March 2020. Contingent on securing ESFA capital funding and on securing necessary developer contributions.
Expansion of Woking College to accommodate 300 additional pupils through on-site reconfiguration or transfer to a new site.	By 2026/27	P	Woking College WBC SCC FE Commissioner	To be determined	ESFA capital funding College capital fund CIL / S106 Other sources tbc	To be determined	Transfer to a new site contingent on identification of suitable site and support from FE Commissioner.
New provision at Hoe Valley Sixth Form, offering 240 places across Y12-13.	Opens September 2023 (construction completed)	E	Hoe Valley Free School	Infrastructure delivered on site at Egley Road	Hoe Valley Free School	None	
Expansion of sixth form provision at existing secondary schools to be determined as development comes forward.	Remainder of Core Strategy period (to 2027)	E	SCC	£20,685 per pupil place	SCC capital funding CIL / S106	To be determined	
Specialist provision							
Expansion of Freemantles School via permanent accommodation to be provided on existing school site to become a 2FE, all-through ASD provision by 2028/29.	All-through 2FE by 2028/29	E	SCC	To be determined	SCC SEND Capital Programme	None to date	Expansion will provide 72 additional permanent places across Y7-14. New accommodation will be provided for 135 additional permanent places, formalising the current, temporary bulge classes moving through the school. SCC currently consulting on proposals (Spring 2021).

TRANSPORT INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Comprehensive Town Centre Schemes							
<p>Woking Integrated Transport Project (Town Centre Package)</p> <ul style="list-style-type: none"> - Phase 1: Improvements to Goldsworth Road and junction with Victoria Way - Phase 2: High Street to Broadway improvements - Phase 3: Victoria Way from Church Street West to Council Offices – creation of bus lane and new bust stop - Phase 4: Improved highway layout at Church Street West and junction with Victoria Way - Phase 5: Final highway improvements to connect above projects 	Delivery underway – completion by Spring 2021	E	SCC	£29.5m	Enterprise M3 Local Enterprise Partnership (£11m); Woking Borough Council (borrowing); new development (£12.5m)	£17.25m	SCC Scheme ID WK1. Enhance traffic flow in the area and make it safer for pedestrians and cyclists. Majority of works in phases 1 to 3 completed as of December 2020.
<p>Victoria Arch widening scheme to relieve congestion on A320 between Victoria Arch and Turnoak roundabout</p> <ul style="list-style-type: none"> - highways improvements along Guildford Road to Constitution Hill including introduction of two-way carriageway, shared pedestrian/cycle paths that link town centre/railway station to Woking Park, and four new toucan crossings; 	March 2024	E	SCC and WBC	£115m	HIF (£95m) Network Rail (£10m) WBC and Developer contributions (£10m)	£20m	HIF funding bid successful. Scheme is essential part of the Woking Flyover project (see separate scheme below). SCC Scheme ID CV1 and CV2.

- replacement and widening of bridge.							
<p>Woking Sustainable Transport Package Phase 1 to include among others:</p> <ul style="list-style-type: none"> - Bridge for walking and cycling adjacent to Lockfield Drive highway bridge over canal, and associated walking and cycling facilities to link this to Victoria Arch - Cycle route running north-south through town centre from Victoria Way/Chobham Road to the railway station - Quality Bus Corridors (Woking South and West Arriva routes 34/35 and 91) improvements – new bus stops and shelters, new Real Time Passenger Information, smarter ticketing technology and audio and visual next stop information on buses - Rail station entrance and improved rail-bus interchange to north of station to include enlarged station entrance, and improved waiting environment for passengers (see scheme below) 	January 2021 – May 2021 (Delivery underway)	E	SCC, WBC, LEP, Bus Operators	£4.4m (Phase 1)	LEP (£3m) WBC and Developer contributions (£1.4m) Bus operators	None	<p>SCC Scheme ID WK2, WK3, PT3, PT4, PPRN4 Local grant funding bid successful. Delivery underway.</p> <p>Aims to make walking and cycling between town centre and Goldsworth Park, St John and Knaphill areas by way of canal easier.</p> <p>Make cycling to the town centre and station attractive, easy and convenient, to grow rates of cycling. Provide legitimate alternative to cycling through Jubilee Square. Upgrade this section of National Cycle Route 223/ local Mars Route.</p>
Highway Schemes to Support Housing Growth (Strategic Road Network and other major roads)							
Redesign Brookwood Crossroads to improve junction capacity	2021-2027	E	SCC	c.£5m	LEP, CIL / Planning obligations	c.£5m	SCC Scheme ID HW1. Identification stage.
Six Crossroads roundabout modernisation and capacity improvements	2021-2027	E	SCC	c.6.9m	HIF, LEP, CIL	c.6.9m	SCC Scheme ID HW2. Identification stage.
Widen entries and exits and introduce a two-lane circulatory carriageway at Chertsey Road / Martyrs Lane roundabout	2021-2027	E	SCC	c.£1.1m	HIF, LEP, CIL	c.£1.1m	SCC Scheme ID HW3. Identification stage.

Introduce a dedicated northbound lane from Victoria Way onto A320 Chertsey Road at the roundabout junction of the two.	2021-2027	E	SCC	c.£1m	HIF, LEP, CIL	c.£1m	SCC Scheme ID HW4. Identification stage.
A245 Parvis Road junction with Camphill Road – junction improvement including upgrade of signal equipment to MOVA	2021-2027	E	SCC, WBC	c.£75k	DfT, LEP, CIL / Planning obligations	c.£75k	SCC Scheme ID HW5. Identification stage.
A245 from M25 bridge to Redhill Road, with A318 and B374 links to Brooklands: capacity improvements, including: - widening carriageway at Chertsey Road roundabout to allow two circulation lanes - keep clear markings at Brooklands Road roundabout	2021-2027	E	SCC, WBC	c.£0.5-1m c.£8k	DfT, LEP, CIL / Planning obligations	c.£0.5-1m c.£8k	SCC Scheme ID HW6. Identification stage.
A245 junction with B365 Seven Hills Road (in Elmbridge borough)	2024/25	E	Highways England	Costed as part of wider scheme	DfT Road Investment Strategy fund	None	Delivery incorporated into wider Highways England M25 Jn10/A3 Wisley interchange scheme.
Active Travel Schemes (as identified in Woking Local Cycling and Walking Infrastructure Plan)							
Improvements to Deimos Route – introduce new and integrate with/upgrade existing cycle facilities along Oriental Road linking Woking Station and Victoria Arch with Lion Retail Park, with complimentary pedestrian improvements	2021-2027	P	SCC	c.£1m	LEP, CIL	c.£1m	SCC Scheme ID AT1. Feasibility stage.
Improvements to Ceres Route – upgrade and complete the route linking Woking Station with West Byfleet Station through Sheerwater, via Maybury Rd / Walton Rd and Albert Drive, and potentially Madeira Road.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, CIL	To be determined	SCC Scheme ID AT2. Detailed design stage.
New bridge for walking and cycling adjacent to Hermitage	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID AT3.

Road highway bridge over Basingstoke Canal.							Scheme identification stage.
Assess Earth cycle route between Elm Bridge and Worplesdon Station to identify improvements required to existing facilities and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT4. Scheme identification stage.
Assess Miranda cycle route between West Byfleet District Centre and Maybury East Hill along Old Woking Road to identify improvements required to existing facilities and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT5. Scheme identification stage. Consider opportunities to enhance integration with the Mercury trail from West Byfleet to Byfleet along Parvis Road.
Assess Ariel cycling route between West Byfleet to/across the A3 at Wisley to identify how a cycle route can be established and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT6. Scheme identification stage. Consider possible integration with Venus trail, and use of Wey Navigation towpath and bridleways in the vicinity.
Assess Jupiter cycle route between Horsell and Chobham to identify how a cycle route can be established and implement measures in line with findings.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT7. Scheme identification stage.
Basingstoke Canal (Brookwood to West Byfleet) safety and environmental improvements to support walking into and around town.	2021-2027	P	SCC	£1m	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT8. Scheme identification stage. Cycle route is known as Saturn Trail.
Extend footway c.150m on east side of A320 Chertsey Road between the canal and Woodham Rise to connect with entrance to Horsell Common, and new crossing over A320.	2021-2027	P	SCC	£200k	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT9. Scheme identification stage.
Jupiter route – Horsell Quietways improvements to footpaths 16, 17, 18, 19, 19b	2021-2027	P	SCC	£200k	DfT Active Travel Fund, LEP, CIL		SCC Scheme ID AT10. Scheme identification

and 411 to encourage walking trips between Woking and Horsell centres by chaining together a network of quiet streets and attractive paths.							stage. Linked to scheme AT7.
Cycle track along length of Lockfield Drive, replacing cycle lanes. Includes substantial junction remodelling at roundabouts and side roads.	2021-2027	P	SCC	£4,150,000	DfT Active Travel Fund, LEP, CIL	£4,150,000	SCC Scheme ID AT11. Scheme identification stage.
Audit, refresh and upgrade town's walking and cycling wayfinding.	2021-2027	P	SCC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID AT12. Scheme identification stage.
On-site and adjacent walking and cycling infrastructure improvements required to mitigate traffic impacts of development proposals at allocated sites to be determined at planning application stage.	2021-2027	E	SCC, Developers	To be Determined	Planning obligations	To be determined	Key requirements included in site allocation policies for submission of Transport Assessments to identify appropriate measures.
Passenger Transport Schemes (buses, trains, taxis, car clubs)							
Woking Area Capacity Enhancement, including: - Woking Flyover railway grade separation - Additional through platform to enable capacity for additional trains.	Develop options and secure funding by April 2024	E	Network Rail	>£100m	DfT Network Rail LEP	To be determined	SCC Scheme ID PT1 (in association with schemes CV1 and PT2). Dependent on delivery of Victoria Arch replacement and widening scheme. Inclusion in Wessex Route Strategic Plan for CP6 delivery.
Woking rail station and interchange improvements: - forecourt and interface improvements - redevelopment of south side of station including passenger ticketing, waiting facilities and information improvements - pedestrian bridge over railway - approach improvements	2021-2027	E	Network Rail	£2.7m (2015)	Network Rail LEP CIL / S106	£2.7m	SCC Scheme PT2 to improve access and ease interchange between transport modes. At feasibility stage.

Improved entrance and bus/rail interchange at north side of Woking rail station	2021-2027	E	SCC, WBC, Network Rail	To be determined	LEP, CIL / S106, WBC		SCC Scheme PT3. Detailed design stage.
Digital Railway – new traffic management technology where appropriate	Targeted deployment on network surrounding Woking to 2027 (CP6 to mid-CP7)	P	DfT Network Rail Wessex	To be determined	National Productivity Investment Fund	To be determined	Strategic Business Case developed. Outline Case
Quality Bus Corridor improvements to routes in east of the borough (Sheerwater and West Byfleet areas) to include upgraded and accessible bus stops, real-time passenger information roll-out, improved ticketing, remodelling of roadscape.	2021-2027	P	Bus operators, SCC, WBC	To be determined.	LEP, Bus operators, WBC, CIL / S106	To be determined.	SCC Scheme ID PT5. Identification stage.
Quality Bus Corridor improvements to routes in north of the borough along A320 corridor, to include upgraded and accessible bus stops, real-time passenger information roll-out, improved ticketing, remodelling of roadscape.	2021-2027	P	Bus operators, SCC, WBC	To be determined.	LEP, Bus operators, WBC, CIL / S106	To be determined.	SCC Scheme ID PT6. Identification stage.
Improved access to and from Woking railway station by all modes, including with express RailAir coach links, improvements to the station entrance and forecourt and public realm, and improved car and cycle parking.	2021-2027	P	Network Rail, SCC, WBC	To be determined	Train operator, Joint Committee, CIL / S106	To be determined.	SCC Scheme ID PT7. Identification stage.
Improved access to and from railway stations in West Byfleet (including its subway), Brookwood and Worplesdon by all modes, including improved bus integration, local cycle facilities and cycle parking, improved car parking and	2021-2027	P	Network Rail, SCC, WBC	To be determined	Train operator, Joint Committee, CIL / S106	To be determined.	SCC Scheme ID PT8, PT9, PT10. Identification stage.

improved access to the station on foot.								
On-site or adjacent bus infrastructure required to mitigate traffic impacts of development proposals at allocated sites, to be determined at planning application stage.	2021-2027	E	SCC, Developers	To be Determined	Planning obligations	To be determined		Key requirements included in site allocation policies for submission of Transport Assessments to identify appropriate measures.
Other Town Centre Schemes								
De-clutter street furniture on Chertsey Road between Town Centre and Horsell Common to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined		SCC Scheme ID WK4. Identification stage.
Remodel junction of a) A320 Chertsey Road and Boundary Road and b) Chertsey Road and Board School Road to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined		SCC Scheme ID WK5. Identification stage.
Modernise Chertsey Road east side footway between Stanley Road and Victoria Way roundabouts to improve pedestrian environment	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined		SCC Scheme ID WK6. Identification stage.
Modernise town centre component of Pluto cycle route.	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined		SCC Scheme ID WK7. Identification stage.
Other West Byfleet and Byfleet area schemes								
One-way system improvements, including pedestrian and cycle access to the station and improvements to the routing and stopping locations of buses in the district centre/railway station area.	2021-2027	E	SCC, WBC, Developers	c.£1-2m	CIL / S106	c.£1-2m		SCC Scheme ID WB1. Feasibility stage.
Other Maybury and Sheerwater area schemes								
Pedestrian crossing for St Dunstan's School on Oriental Road	2021-2027	P	SCC, WBC	£90k	LEP	£90k		SCC Scheme ID MS1. Identification stage.
Speed reduction measures on Oriental Road	2021-2027	P	SCC, WBC	£150k	LEP	£150k		SCC Scheme ID MS2. Identification stage.
Improved junction visibility for all road users at junction of Maybury Hill and Princess Road	2021-2027	P	SCC, WBC	£15k	LEP, CIL	£15k		SCC Scheme ID MS3. Identification stage.

Transport improvements in support of the Sheerwater Regeneration Project	2021-2027	E	SCC, WBC	To be determined	DfT Active Travel Fund, HIF, CIL, Planning obligations	To be determined	SCC Scheme ID MS4. Identification stage.
Improvements to walking and cycling routes in Maybury Estate: introducing cycle facility along College Rd/East Hill, traffic calming on local streets and footway improvements, investigate new walk and cycle connection under railway line linking Albert Drive to Alpha Road	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID MS5. Identification stage.
Enhanced pedestrian corridor along: - Maybury Road / Walton Road - Monument Road between canal and south side of Maybury Arch - Maybury Hill (improve footway condition)	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID MS6, MS7, MS8 (linked to scheme ID AT2). Identification stage.
Other Knaphill, St John's and Brookwood area schemes							
New cycle facilities linking Brookwood, including railway station, to Pirbright and to Bisley via A322.	2021-2027	P	SCC, WBC	To be determined	LEP, CIL, DfT Active Travel Fund	To be determined	SCC Scheme ID KS1 and KS2. Identification stage.
Review options to improve air quality in Anchor Hill Air Quality Management Area, associated with four-way traffic junction and steep hill.	2021-2027	P	SCC, WBC	To be determined	SCC, WBC funding	To be determined	SCC Scheme ID KS3. Identification stage.
Improved pedestrian environment / modernise pedestrian facilities at: - (roundabout) junction of Goldsworth Road and Triggs Lane - Junction of Littlewick Road and Barrs Lane - Hermitage Roundabout - Junction of Bridge Barn Lane and Goldsworth Road	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID KS4 to KS14 inclusive. Identification stage.

<ul style="list-style-type: none"> - Silversmiths Way side road (improved crossing) - Footpath 68 linking Mount Hermon to Goldsworth Road Morrisons - Junction of Triggs Lane / College Lane (crossing facility) - Junctions of St Johns with Winnington Way (x2 jcts), St John's Rise and Martin Way (reduce crossing width) - Hermitage Rd / Barrack Path / Robin Hood Road / St John's Road junction and Kiln Bridge area (accessible crossing) - Raglan Rd / Inkerman Way / Victoria Rd junction (remodel to reduce speeds and improve sight lines) - Junction of Victoria Rd and Beechwood Rd, Knaphill (tighten corner radii to reduce crossing width) 							
<p>Improved cycling environment / modernise cycle facilities at:</p> <ul style="list-style-type: none"> - (roundabout) junction of Goldsworth Road and Triggs Lane - Hermitage Roundabout - Junction of Bridge Barn Lane and Goldsworth Road - enable safer cycling manoeuvres between Triggs Lane (southbound) and College Lane - Junctions of St Johns with Winnington Way (x2 jcts), St John's Rise and Martin Way (reduce crossing width) - Hermitage Rd / Barrack Path / Robin Hood Road / St John's Road junction and Kiln Bridge 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID KS4 to KS15 inclusive. Identification stage.

<p>area (towpath switches side – improve cycle options and connect towpath to Barrack Path low traffic street with LTN1/20 compliant cycle facility), and ‘park and stride’ cycle parking for St John’s Village centre adjacent to towpath</p> <ul style="list-style-type: none"> - Raglan Rd / Inkerman Way / Victoria Rd junction (remodel to reduce speeds and improve sight lines) - Junction of Victoria Rd and Beechwood Rd, Knaphill (tighten corner radii to reduce crossing width) - Knaphill High Street and Anchor Crescent (additional cycle parking) 							
Other Horsell and Goldsworth Park schemes							
<p>Improved pedestrian environment / modernise pedestrian facilities at:</p> <ul style="list-style-type: none"> - Sythwood to Kestrel Way (redesign pedestrian link and introduce two-way cycle track) - From Harelands roundabout to Colliers Close, by way of Hallington Close - Along Chobham Road between Victoria Way and Woodham Road (modernise crossing arrangements) 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID HG1, HG2, HG3. Identification stage.
<p>Improved environment for shopping, walking and cycling in Horsell High Street, including kerbside restrictions and remove kerbside parking and loading</p>	2021-2027	P	SCC, WBC	£340k	DfT Active Travel Fund, LEP, CIL	£340k	SCC Scheme ID HG4. Identification stage.
<p>Europa Trail – Brewery Road cycle facilities:</p>	2021-2027	P	SCC, WBC	£240k	DfT Active Travel Fund, LEP, CIL	£240k	SCC Scheme ID HG5. Identification stage.

<ul style="list-style-type: none"> - Reduce traffic volumes and speeds on Brewery Road to enable cyclists to share carriageway with motor traffic - Remodel Brewery Road / Church Hill junction - Formalise turn from Brewery Road to Bedser Bridge - Raised tables and continuous crossings on Brewery Road 							
<p>Europa Trail – Horsell Moor option:</p> <ul style="list-style-type: none"> - direct cycles along existing quiet street Horsell Moor - new cycle track linking western end Horsell Moor to Kirby Rd - sign cyclists through residential streets in Kirby Rd area - remodel Bullbeggar Lane / Well Lane / Bury Lane junction to meet LTN 1/20 guidance 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID HG6. Identification stage.
Other Mayford and Old Woking area schemes							
<p>New cycling facilities:</p> <ul style="list-style-type: none"> - linking Worplesdon Station and existing Earth Route along A320 to Jacobs Well - linking southern end of Westfield Avenue to Westfield Common (street) via Westfield Road and/or by upgrading paths on Westfield Common (greenspace) (Mars Route / National Cycle Network Route 223) - along path linking Westfield Common (street) to Rosebank Cottages to make suitable for cyclists 	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID MO1, MO8, MO9, MO10. Identification stage.

- linking southern end of White Rose Lane to Bridleway 63 (Venus Route)							
Modernise walking and cycling facilities at Turnoak Roundabout, which has wide, busy carriageways on arms that are difficult to walk across/cycle upon	2021-2027	P	SCC, WBC	£300k	DfT Active Travel Fund, LEP, CIL	£300k	SCC Scheme ID MO2. Identification stage.
Introduce a pedestrian crossing, possibly signal controlled, across A320 Guildford Road between Claremont Avenue and Brooklyn Road	2021-2017	P	SCC, WBC	£110k	HIF, DfT Active Travel Fund, LEP, CIL	£110k	SCC Scheme ID MO3. Feasibility stage.
Upgrade footways to meet modern accessibility standards on: - Heathsie Road, Park Road and Pembroke Road - White Rose Lane - Elmbridge Lane, Howards Road and Sundridge Road - Mount Hermon Road	2021-2027	P	SCC, WBC	To be determined	DfT Active Travel Fund, LEP, CIL	To be determined	SCC Scheme ID MO4, MO5, MO6, MO7. Identification stage.
Introduce additional pedestrian crossing points/refuges across B380 Westfield Road in Westfield	2021-2027	P	SCC, WBC	£40k	LEP, CIL	£40k	SCC Scheme ID MO11. Identification stage.
A320 Egley Road / Guildford Road junction: anti-skid on A320 arms.	2021-2027	P	SCC, WBC	£20k	LEP, CIL	£20k	SCC Scheme ID MO12. Identification stage.

FLOOD ALLEVIATION AND SUSTAINABLE DRAINAGE INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Fluvial flooding infrastructure							

Hoe Valley Restoration Scheme (extension of defences)	By 2027	E	Environment Agency, WBC	£10m	WBC borrowing / reserves, EA GiA Fund	£10m	Exploring funding options, including a phased approach allowing smaller funding pots for specific phases, when they become available.
Old Woking Flood Alleviation and Environmental Enhancement Scheme	2022/23	E	Environment Agency, WBC	£10m	WBC borrowing/ reserves, EA GiA Fund	£10m	
Sutton Green flood alleviation scheme	COMPLETED 2021	E	Environment Agency, WBC	£150k – 234k (Oct2020)	EA GiA Fund	To be determined	
Byfleet flood alleviation scheme and environmental enhancements	Construction to commence 2022/23	E	Environment Agency	£12.6m (Jul2020)	EA GiA Fund, WBC borrowing / reserves	To be determined	Progress is continuing with this project. Regular project meetings with the EA are being held to develop a plan for the project. Outline Business Case completed 2020/21; detailed design by April 2022, Construction commence 2022/23
Horsell Common Flood Alleviation Scheme	2021/22	E	Surrey County Council	To be determined	SCC	None	New scheme identified and included in Schedule since 2018 IDP. Funding secured and delivery expected in Summer 2021.
Brookwood Farm SANG Flood Alleviation Scheme	Phase I by March 2021 Phase II by 2022	E	WBC	To be determined	SCC, Developer	To be determined	Flood risk modelling complete. Masterplanning and identification of funds underway.
Surface water flooding							
Works to Rive Ditch (Walton Terrace, Vale Farm Road)		E	Environment Agency, SCC, WBC	£60k	EA GiA Fund, SCC	None	
Rainwater Garden Pilot Project (Phase 1)	COMPLETED 2021	E	WBC	£50k	WBC borrowing / grants / partnership contributions	None	
Rainwater Garden Project (Phase 2)	2022/23	E	WBC	£200k	WBC borrowing / grants / partnership contributions	None	Raingarden opportunities in Rive Catchment identified on an ongoing basis depending on suitability of site.

Inclusion of sustainable drainage systems to serve new development (where assessed to be appropriate)	By 2027	E	Private developers	To be determined	Private developers	None	Infrastructure will be funded by developer for on-site provision. Sites located near historically flooded properties may also benefit from County/EA led flood mitigation scheme.
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PRIMARY HEALTHCARE INFRASTRUCTURE

Project and Location	Delivery requirement		Lead delivery organisation	Estimated Cost	Funding sources	Funding Gap	Other comments
	Timing	Critical / Essential / Preferred					
Heathcot Medical Centre (Knaphill Surgery) - net additional 123sqm of floorspace to increase capacity by 5 FTE clinical staff for primary medical care, to accommodate growth in Brookwood area.	Remainder of Core Strategy period (to 2027)	E	GP Practice, WBC, CCG	To be determined	CCG and GP Practice	To be determined	Permission was granted in February 2018. Application under consideration to renew permission for a further 3 years.
c.633.47sqm healthcare floorspace required to meet Town Centre growth: - 127.32sqm acute healthcare floorspace - 61.25sqm mental healthcare floorspace - 91.91sqm intermediate healthcare floorspace - 133.76sqm GP & primary care healthcare floorspace	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£2,095,277	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St Peter's Hospital NHS Trust funding	To be determined	c.600sqm of medical floorspace is available as part of Victoria Square development. Exploring potential uses for healthcare services.
c.308.87sqm healthcare floorspace required to meet Sheerwater growth: - 75.06sqm acute healthcare floorspace	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£991,604	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St	To be determined	312sqm new medical floorspace will be available as part of Sheerwater Regeneration scheme. Exploring potential uses

<ul style="list-style-type: none"> - 26.95sqm mental healthcare floorspace - 35.10sqm intermediate healthcare floorspace - 61.60sqm GP & primary care healthcare floorspace 					Peter's Hospital NHS Trust funding		for healthcare services, including neonatal and post-natal maternity services, physiotherapy and mental health services, in addition to GP, dentist and pharmacy services.
<p>c.490.85sqm healthcare floorspace required to meet West Byfleet growth:</p> <ul style="list-style-type: none"> - 127.03sqm acute healthcare floorspace - 38.71sqm mental healthcare floorspace - 48.88sqm intermediate healthcare floorspace - 100.32sqm GP & primary care healthcare floorspace 	To 2027	E	Developers, Surrey Heartlands CCG/ICS, WBC	£1,563,068	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashord & St Peter's Hospital NHS Trust funding	To be determined	

The following chapters provide detailed analysis of the various categories of infrastructure which has informed the IDP Schedule set out above, in Chapter 3.

4. Education

Summary of 2018 IDP

4.1 A summary of the 2018 IDP is provided below:

Overview

- Surrey County Council (SCC) has a statutory duty to ensure that there are enough school places in the county to meet demand, including demand from housing growth. SCC works closely with all schools in Woking, including maintained, voluntary aided/controlled, foundation, free schools and academies to ensure sufficient number of school places and address supply and demand issues in the shorter and longer term.
- 'Planning areas' for both primary and secondary schools sometimes span more than one or only part of a ward, and may cover parts of two different boroughs.
- Birth data underpins all forecasts, alongside pupil movement trends and housing development data. Projections take into account parent/carer preference – there is no obligation to apply for the nearest school; and independent schooling could be preferred.
- Legislation dictates that any new schools must be either an Academy or a Free School, so SCC welcomes approaches from appropriate bodies proposing sponsorship arrangements for new or reorganised schools or academies.

Early Years Provision

- SCC will support the development of places in the maintained and private, voluntary and independent sector in the ward clusters⁹ with a projected shortfall of places.
- Remaining deficits are identified in the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford.
- Future demand from the Sheerwater Regeneration Scheme will be accommodated by a new site for the Busy Bees Nursery and Children's Centre.
- As there is no capital allocated by SCC for the development of early years places, funding is sought for the development of additional infrastructure provision from new housing developments. Developer contributions will be sought through S106 Agreements or CIL to support provision at sites identified near new housing developments. Calculations estimate the total number of early years children to be yielded by development up to 2027 as 349, and the estimated cost of provision to be £3,358,039.

Primary Provision

- There are 25 primary schools in Woking grouped by five key planning areas¹⁰;
- Primary expansions commissioned to date have kept pace with the growing primary demand, but future additional primary provision is needed to meet housing growth demand in Woking – SCC intends to meet this demand predominantly through expansion in admission numbers, rather than through building new schools.
- West Byfleet Infant and Junior Schools to permanently expand by 1FE in 2017, following three temporary bulge classes at the infant school.

⁹ Four clusters in Woking: Byfleet/West Byfleet; Canalside, Horsell, Mount Hermon, Pyrford; Goldsworth Park, Knaphill, St Johns; Heathlands, Hoe Valley.

¹⁰ Horsell and Goldsworth, Knaphill, Sheerwater and Maybury, South Woking, and Byfleet and West Byfleet.

- Whilst a surplus of places is forecast to 2023, this will not be uniform across the borough – some areas in Woking will experience more pressure for school places than others.
- Taking spatial distribution of proposed development into account, Woking Town Centre and Byfleet and West Byfleet are identified as likely to generate additional need for school places which should be accommodated within existing and/or new primary school infrastructure.
- Financial contributions from developers will be required to accommodate demand from new housing. Calculations indicate that up to 22 additional primary classrooms would be generated by housing development to 2027, using Core Strategy targets and Annual Monitoring Report data from 2017.
- There are 5 independent primary schools in the borough. Greenfield School is seeking to expand and relocate to a more appropriate site in order to accommodate increasing demand.

Secondary Provision

- There are 5 secondary schools in Woking grouped into one planning area.
- Demand is projected to steadily rise to 2023/24 and then slightly decline and stabilise towards 2026/27. The previously increasing birth rate will mean that the number of children requiring a primary school place is likely to have peaked in 2016/17. This means that the pressures faced in the primary sector are likely to transition into secondary schools.
- SCC has commissioned expansions at several secondary schools to cater for additional demand.
- A new secondary school - Hoe Valley Free School – opened in temporary accommodation in September 2015. SCC recommended that WBC identify a site in preparing the Site Allocations DPD for future secondary provision in the borough. The draft DPD allocates former nursery land at Egley Road, Mayford, for this purpose. The site is under construction with a view to open a new secondary school for September 2018 intake as a 4FE with sixth form.
- Growing capacity at the new Chertsey High School in neighbouring Runnymede borough would ease pressure for additional places at Fullbrook School, which would subsequently free up capacity to accommodate pupils in the east of the borough.
- Financial contributions from developers will be required to accommodate demand from new housing. Calculations indicate that up to 16 additional secondary classrooms will be generated by housing development to 2027, using Core Strategy targets and Annual Monitoring Report data from 2017.

Sixth Form / Further Education Provision

- No specific need for additional Sixth Form provision is identified during the Core Strategy period, although demand for sixth form places will continue to grow. WBC is not aware of any plans to expand St John the Baptist or Fullbrook School Sixth Form Centres. Hoe Valley Free School Sixth Form will open in September 2020 once the school occupies its new site on Egley Road.
- Woking College continues to draw students from a very wide area, and although its existing infrastructure is continuously subject to modernisation, relocation to a new site would address the College's capacity and accessibility issues. The College continues to expand its existing infrastructure to meet future needs in recognition of the significant funding constraints on relocating.

Special Educational Needs Provision

- Woking has a short stay school and two special schools providing education for children and young people with learning difficulties.

- No specific future infrastructure requirements are identified in Woking Borough. SCC would have localised discussions with headteachers and governing bodies regarding new and additional provision at the appropriate time.

Updated Position

- 4.2 This chapter of the report reviews the provision of education infrastructure within Woking Borough Council's administrative area including primary and secondary schools, and its capacity to meet housing growth. The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
Surrey County Council School Organisation Plan 2020-2030, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/256754/School-Organisation-Plan-2020-30-comp.pdf
Department for Education, Securing developer contributions for education, November 2019, available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf
The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Meetings and correspondence with Surrey County Council Spatial Planning and Education Place Planning Team

Delivery Update

- 4.3 Woking Borough Council (WBC) has considered, through the Woking Joint Committee, the need for school and early years places to support the borough and its future development. The importance of securing additional school and early years places to support existing residents and the needs of future residents was identified as essential, and the need for resources to do so were highlighted as a key component of CIL. A number of projects have been delivered since the 2018 IDP was published, including:

Early years provision:

- Securing planning permission for replacement nursery provision as part of the Sheerwater Regeneration Scheme, for a mix of early years and childcare provision for 0-5 years for families within and outside Sheerwater. The new provision will be run by an Ofsted-registered early years provider, or be selected following a tender process run in partnership by SCC Early Years Commissioning Team with WBC;
- New nursery and early years provision at Greenfield School, Old Woking: in January 2021, Greenfield Little School opened offering 50 weeks of care for 20 nursery children aged 6 months to 3 years. The Early Years Department was also renovated after moving to its new site on Old Woking Road, to accommodate additional pupils from September 2019.

Primary provision:

- A temporary expansion to create additional places at existing primary schools in areas of high demand included that at Pyrford Primary School (bulge class in September 2019);

- In order to meet growing demand for independent school places, the Council facilitated the relocation and expansion of Greenfield School to a site on Old Woking Road – the school commenced operation at the new site in September 2019, and is pursuing further development of the site with construction starting in May 2021. The school catered for 198 pupils in September 2018, rising to 267 pupils in September 2020 having relocated. The expansion plans include additional classroom space, enabling the school to accommodate 394 pupils from YR to Y6 once construction is completed, making a positive contribution to meeting demand for fee-paying places in the borough.

Secondary provision:

- WBC facilitated the development of the Hoe Valley School at Egley Road, as allocated in the draft Site Allocations DPD;
- WBC provided financial support to Winston Churchill School for a planetarium;
- WBC facilitated the development of community sports facilities at Bishop David Brown together with replacement dining facilities for the school.

Further education provision:

- Woking College has secured planning permission for on-site expansion of 4 temporary and 8 permanent classrooms to meet an existing shortfall in provision. The College is working with WBC to further increase capacity off-site at Old Woking Community Centre. This additional infrastructure addresses existing shortfalls in capacity, and will allow the College to effectively accommodate its intake of 1400 pupils.

Specialist provision:

- Development of a bespoke specialist centre at Worplesdon Primary School in partnership with Freemantles School to provide an additional 21 high communication and interaction needs (COIN) places. Although the primary school is located in the borough of Guildford, the facility can support children residing in Woking who have an EHCP. The centre opened in September 2020, with Freemantles School and Worplesdon Primary School now working in partnership to cater for pupils requiring specialist provision.

Early Years Update – Existing Capacity

4.4 The Childcare Sufficiency Assessment has been updated since the 2018 IDP. Following the Early Years census in January 2020, the CSA reported that there were 2,965 early education and childcare places in Woking for children from birth to five years of age, provided by the private, voluntary and independent (PVI) sector and maintained schools and academies. This is broken down as follows:

- 18 Day nurseries offering funded early education;
- 19 Extended day playgroups offering funded early education;
- 3 Pre-school playgroups offering funded early education;
- 4 Nursery units of independent schools offering funded early education,
- 12 nursery classes in maintained and academy schools;
- in addition, there are 148 childminders and home child carers, some of which offer funded early education.

4.5 For sufficiency purposes, wards are clustered in Woking as follows:

- Byfleet and West Byfleet
- Canalside, Horsell, Mount Hermon, Pyrford
- Goldsworth Park, Knaphill, St Johns
- Heathlands, Hoe Valley.

4.6 The Childcare Sufficiency Assessment concluded that places in early years provision across Woking were busy (88%) and were healthy (73%) for funded and unfunded places. However, the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford continues to experience a deficit of funded early education places.

Early Years Demand

4.7 As described in the 2018 IDP, SCC's Early Years Commissioning Team projects the need for early years places drawing on population data, the early years annual census, Department for Education data for families eligible for Funded Early Education for Two Year Olds (FEET), predicted eligibility for the extended entitlement (30 hours) and housing data which is considered against the audit of childcare and early education provision in order to identify deficits. Local knowledge of registered places alongside submissions for providers on funding returns is also used to review and measure capacity of early education provider provision on an ongoing basis.

4.8 Table 4 reflects a high-level view of the additional early years provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.07 equating to 7 early years age children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £9,615 per additional early years place. Dwellings that are considered to not generally accommodate children are excluded from calculations, such as retirement accommodation.

4.9 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear. The nature of housing is also important – for example, where a high number of social housing dwellings are planned, there could be greater demand for affordable childcare and access to two-year-old funded provision to support employment activities.

Location	Residential units (net) ¹¹	Estimated early years yield arising from planned housing ¹²	Estimated cost of additional primary provision	Early years ward cluster anticipated to be most affected	Indicative ability to meet demand
Canalside	1296 ¹³	91	£872,273	Canalside, Horsell, Mount Hermon, Pyrford	Additional capacity required
Byfleet and West Byfleet	735 ¹⁴	51	£490,365	Byfleet & West Byfleet	Additional capacity required
Goldsworth Park	0	0	-	-	-
Heathlands	286	20	£192,300	Heathlands, Hoe Valley	Sufficient capacity (although consider pressure on

¹¹ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield early years children

¹² Early years yield factor of 0.07 equating to 7 early years age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

¹³ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

¹⁴ Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

					neighbouring wards)
Hoe Valley	127	9	£86,535	Heathlands, Hoe Valley	Sufficient capacity (although consider pressure on neighbouring wards)
Horsell	67	5	£48,075	Canalside, Horsell, Mount Hermon, Pyrford	Sufficient capacity for Horsell element
Knaphill	0	0	-	-	-
Mount Hermon	458	32	£307,680	Canalside, Horsell, Mount Hermon, Pyrford	Additional capacity required
Pyrford	0	0	-	-	-
St John's	66	5	£48,075	Goldsworth Park, Knaphill, St Johns	Sufficient capacity
Total	3,035	213	£2,045,303		

Table 4: Estimated early years pupils arising from planned housing, cost of provision and ward clusters impacted

4.10 The county council has taken the spatial distribution of development in Woking's Development Plan into account and provided the following updated assessment:

- The ward of **Canalside** has plans for an additional 1296 new homes which would yield an additional 91 early years places. There is currently one full day care and two term time school-based nursery provision in this area. The plans for the Sheerwater regeneration (site allocation UA24) include full day care nursery provision for 0-5 years within the proposed Sheerwater community hub. Even with the new nursery provision at Sheerwater, this may not meet the anticipated demand for additional places due to the size of the developments, the additional impact of new homes in the ward cluster (Canalside, Horsell, Mount Hermon and Pyrford), and the knowledge that in any community, there needs to be a mix of provision for families wishing to access their funded entitlement. Additional development of early years provision may therefore be needed in this area to support demand, and will be determined once the capacity of the new nursery provision in Sheerwater is finalised.
- The ward of **Byfleet and West Byfleet** includes 735 new homes (excluding specialist units for the elderly) which would yield the need for an additional 51 early years places. Currently there is a mix of two full day care provision, three term time extended day pre-schools and nursery provision within the maintained school. The current provision will not meet anticipated demand for additional places created through the proposed development. Additional development of early years provision will be needed in this area to support the demand for the early years places.
- **Mount Hermon** has plans for 458 new homes resulting in an additional 32 early years places. Currently there is a mix of two full day care provision, one term time extended day pre-school and nursery provision at the two independent schools. The current provision will not meet anticipated demand for additional places created through the proposed development. There is the additional impact of the development in the ward cluster (Canalside, Horsell and Pyrford) to be taken into consideration. Additional development of early years provision will be needed in this area to support the demand for the early years places.
- The ward of **Heathlands** includes 286 new homes (including Traveller units). The early years yield of 20 early years places may be accommodated in the current mix of two

full day care provision, three term time extended day pre-schools and nursery provision within the maintained school, although consideration will need to be given to the additional pressure placed on the current provision due to the plans for development in the neighbouring ward Hoe Valley.

- **Hoe Valley** ward includes plans for 127 new homes which will yield 9 early years places. The current mix of two full day care provision, four term time extended day pre-schools and nursery provision within the maintained school may meet anticipated demand for additional places created, although consideration will need to be given to the impact of the additional development in the ward cluster with Heathlands.
- **Horsell** ward includes 67 new homes. It is anticipated that the current mix of three full day care provision, two term time sessional pre-schools and nursery provision within the two independent schools in this ward will meet the additional 5 early years places yielded from these developments; although consideration will need to be given to the impact of the additional development in the ward cluster (Canalside, Mount Hermon, Pyrford and Horsell).
- The ward of **St John's** has plans for 66 new homes. It is anticipated that the current mix of one full day care provision, two term time extended day pre-schools and recent creation of new nursery provision for 2,3 and 4 year olds within the maintained school will meet the demand for the additional 5 early years places created through the development.

4.11 The ward cluster of **Canalside, Horsell, Mount Hermon and Pyrford** continues to project a deficit of funded early education places when considering the additional (indicative) 1821 new homes to be built in this area over the next six years, which could yield an additional 127 early years places. It is also anticipated that there will be a shortage of provision in the **Byfleet and West Byfleet** ward cluster to meet development needs.

Early Years Funding and Delivery

4.12 The County supports providers in both the private, voluntary and independent (PVI) sector and in the school sector to expand provision and to develop new provision in areas of identified need.

4.13 There is no capital allocated by the council for the development of early years places, therefore the shortfall in funding for the development of additional places is the full cost of any additional infrastructure provision. The projected funding gap calculated above is approximately £2,045,303 to meet additional infrastructure needs for 213 early years children generated by planned development to 2027. However, the Early Years Commissioning Team will only require developer contributions where there is a current or forecast lack of provision in the area of the proposed development, or the development is of such a scale to make this an issue. The cost of each scheme and therefore any developer contribution required will be determined on a case-by-case basis, with more accurate figures calculated early in the development management stage when detailed proposals come forward.

4.14 To make sure there are enough funded early education places across Woking to meet needs arising from development, SCC will support the development of places in wards and ward clusters with projected shortfalls of places using the following actions:

- where new primary schools are planned for development, the need for early years places is considered alongside these plans and the development of nursery classes

is included where a need can be evidenced (there are currently no plans for the delivery of new primary schools in Woking);

- set up new or expansion of school-run nursery provision on infant and primary school sites where suitable space can be identified to meet the sufficiency need in an area;
- encourage expansion of existing early years provision within the PVI sector to meet the sufficiency need in an area;
- when community premises are identified, the Early Years Commissioning Team invite PVI childcare providers to submit a tender response outlining how they can work in partnership with the council, the borough and other Early Years providers to develop new early years provision and services to meet the needs of the community.

4.15 When larger developments alone trigger the need for a new setting, a land contribution may be required. In some cases, it may be appropriate for the developer to provide buildings in lieu of a financial contribution. In such cases, the County will need to approve the specification of the building and also any provider and the form of provision.

4.16 This scenario applies for site allocation UA24 - the Sheerwater regeneration scheme - which includes provision for a new nursery which will contribute to supporting the demand for additional childcare places in the Canalside ward.

4.17 Education provision, including that of early years, has been identified as a priority form of infrastructure in the council's Infrastructure Funding Statement. Developer contributions will therefore be sought through the Community Infrastructure Levy as well as through Section 106 contributions where justified.

Primary School Update – Existing Capacity

4.18 Table 5 below provides an updated picture of the borough's primary school provision and capacity. There are 25 primary schools in Woking, 12 of which have nursery provision and 2 of which have specialist centres for pupils with special educational needs/disabilities (SEND).

Name	Nursery provision	Specialist centre	Phase	Type of school	School capacity ¹⁵ (March 2021)	No. of pupils ¹⁶ (Oct 2020)	% Surplus
South Woking							
Barnsbury Primary School	✓		Primary	Academy	420	413	1.7%
Kingfield Primary School	✓		Primary	Academy	210	209	0.5%
Westfield Primary School			Primary	Academy	420	452	-7.6%
Knaphill							
Brookwood Primary School			Primary	Academy	210	163	22.4%
Knaphill School			Junior	Academy	360	310	13.4%
St Hugh of Lincoln Catholic Primary School			Primary	Academy	210	207	1.4%
St John's Primary School			Primary	Academy	210	192	8.6%
The Hermitage School		✓	Junior	Academy	360	308	14.4%
Knaphill Lower School	✓		Infant	Academy	270	229	15.2%
The Oaktree School	✓		Infant	Academy	270	252	6.7%
Horsell & Goldsworth							
Beaufort Primary School	✓		Primary	Academy	420	438	-4.3%

¹⁵ Excludes nurseries, specialist centres and temporary bulge classes

¹⁶ Data from School Census, October 2020

Goldsworth Primary School			Primary	Academy	630	623	1.1%
Horsell CofE Aided Junior School			Junior	Voluntary Aided	360	345	4.2%
Sythwood Primary School	✓	✓	Primary	Academy	630	537	14.8%
Horsell Village Infant School			Infant	Academy	270	267	1.1%
Sheerwater & Maybury							
Broadmere Primary Academy	✓		Primary	Academy	210	234	-11.4%
Maybury Primary School	✓		Primary	Academy	210	207	1.4%
New Monument Primary Academy	✓		Primary	Academy	210	200	4.8%
St Dunstan's Catholic Primary School			Primary	Voluntary Aided	630	628	0.3%
Byfleet & West Byfleet							
Byfleet Primary School			Primary	Academy	210	236	-12.4%
The Marist Catholic Primary School			Primary	Academy	420	417	0.7%
Pyrford CofE Aided Primary School			Primary	Academy	480	478	0.4%
St Mary's CofE Primary School	✓		Primary	Voluntary Controlled	420	400	4.8%
West Byfleet Community Infant School			Infant	Community	270	270	0%
West Byfleet Junior School			Junior	Community	360	340	5.6%
TOTAL					8,670	8,355	

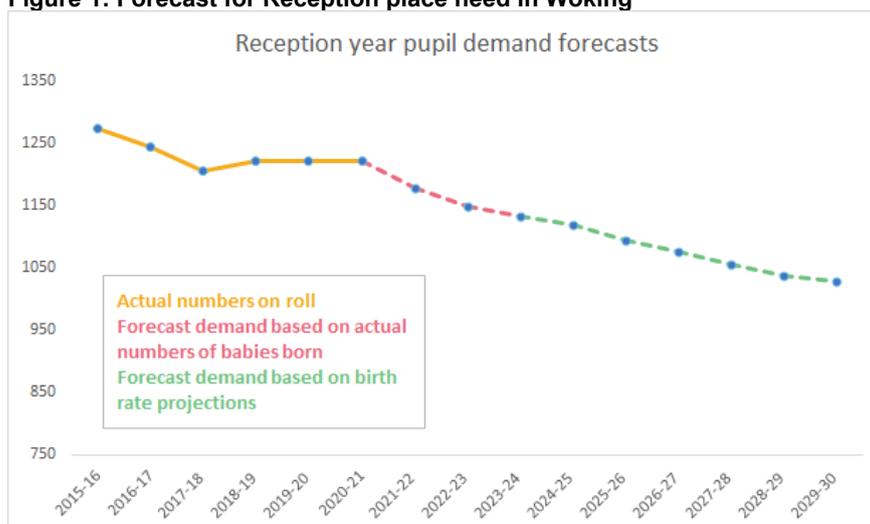
Table 5: Primary school provision in Woking (state sector)

- 4.19 To keep pace with growing demand in the past, just under half of the borough's primary schools have now been expanded. The current capacity of primary schools in Woking amounts to 8,670 places as at March 2021, and the number of pupils on roll amounts to 8,355 (representing a decrease of 142 pupils from the year 2016, as reported in the 2018 IDP). Overall, this means there is currently a surplus of primary education places of 315 places. However, some margin of capacity is necessary to allow for parental choice, and to allow for differences in the size of individual cohorts, thus not all unfilled places in a school are considered surplus places. The county council recommends a minimum 5% surplus capacity which should not be counted as available when calculating developer contributions.
- 4.20 It is also clear that whilst there is an overall surplus of places, there are pockets of high demand in certain areas of the borough, such as South Woking, Sheerwater & Maybury and Byfleet & West Byfleet. With the use of temporary bulge classes and additional permanent expansions in areas with exceptional demand, all primary education needs are currently being sufficiently met.

Primary School Provision – Demand

- 4.21 SCC's latest School Organisation Plan 2020-2030 projects that demand for a Reception places will decline to 2030 (see Figure 1). The borough saw a peak in Reception place applications in 2016, which correlates with the peak in birth rate. Application numbers have since fluctuated before noticeably dropping since 2020, which is in line with recent birth trends. Applications for September 2021 Reception entry were 14% lower than those from the peak in 2016.
- 4.22 Any increases in demand for Reception places is therefore likely to stem from inward migration and additional housing. Despite predicting a fall in demand, the situation needs to be closely monitored as it is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing, or migration.

Figure 1: Forecast for Reception place need in Woking



4.23 The Core Strategy aims to deliver 4,964 net additional dwellings between 2010 and 2027. The council's development monitoring records indicate delivery to date of 2,668 homes, between 1 April 2010 and 31 March 2020, leaving a residual target of 2,296. Indicative yields suggest that sites allocated in the SA DPD will deliver a net gain of 3,492 dwellings, 23 Traveller pitches and 1 Traveller transit pitch to 2027. The draft SA DPD therefore identifies sufficient Urban Area and Green Belt land to meet the residual housing requirement of the Core Strategy period, plus additional land to compensate for non-implementation.

4.24 Table 6 reflects a high-level view of the additional primary provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.25 primary age children equating to 25 children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £13,728 per additional primary school place.

4.25 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) ¹⁷	Estimated primary pupil yield arising from planned housing ¹⁸	Estimated cost of additional primary provision	Primary school area(s) anticipated to be affected
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264	316	£4,338,048	Horsell & Goldsworth Sheerwater & Maybury South Woking
Rest of Canalside (including Sheerwater)	545 ¹⁹	136	£1,870,440	Sheerwater & Maybury Byfleet & West Byfleet

¹⁷ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

¹⁸ Primary yield factor of 0.25 equating to 25 primary age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

¹⁹ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

Byfleet and West Byfleet	735 ²⁰	184	£2,525,952	Byfleet & West Byfleet primary planning area
Goldsworth Park	0	0	-	-
Heathlands	286	72	£988,416	Knaphill
Hoe Valley	127	32	£439,296	South Woking
Horsell	67	17	£233,376	Horsell & Goldsworth Knaphill
Knaphill	0	0	-	-
Mount Hermon (not including Town Centre)	0	0	-	-
Pyrford	0	0	-	-
St John's	11	3	£41,184	Horsell & Goldsworth Knaphill
Total	3,035	760	£10,436,712	

Table 6: Indicative primary aged children yielded from planned development in Woking

4.26 Figure 2 maps existing primary schools in and outside the borough and the estimated primary school children yielded by planned development in the SA DPD.

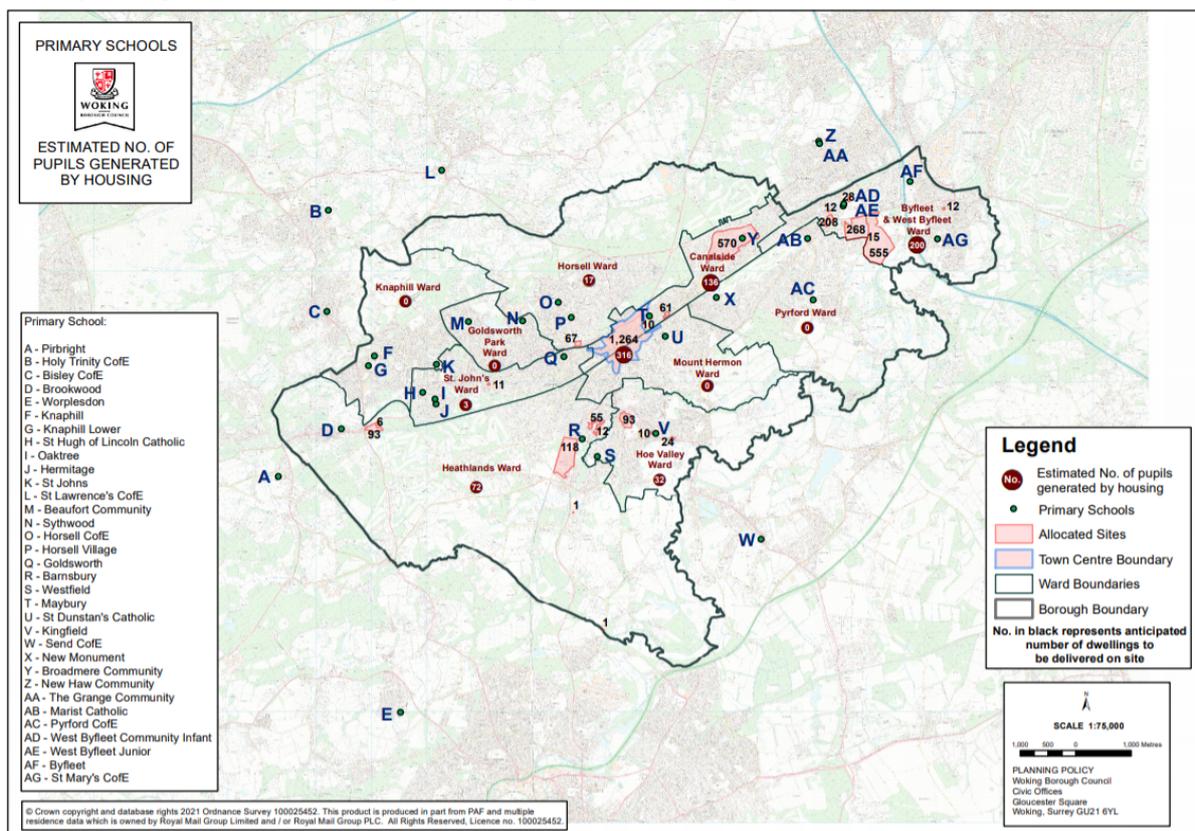


Figure 2: Primary schools and estimated pupil yield from planned housing in the draft SA DPD

Primary School Planned Provision

4.27 New housing is anticipated to be the main contributor to place planning pressures in Woking over the plan period, as illustrated in Table 6. SCC factors housing growth into their pupil place forecasting system. Whilst a high proportion of children in Surrey attend independent schools – around 21% - as the County Council has a statutory duty to ensure all Surrey pupils are catered for in state-funded education in the first instance, they do not take this figure into account in their place planning.

²⁰ Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

- 4.28 As a general rule, when considering the need for the establishment of a new school, the county council works on the basis of a minimum capacity of 2 Forms of Entry (420 places) at primary level. This minimum threshold is considered important in respect of ensuring that the school estate is financially sustainable and suitably flexible to accommodate fluctuations in demand. The high-level assessment of pupil yields in Table 6 would suggest that the scale of planned development, both individually and cumulatively when taking into account likely distribution of pupils across school planning areas, is not such that it would warrant the establishment of a new school. SCC therefore intends to meet any future primary school place demand in Woking predominantly through expansion in admission numbers, rather than through building new schools. However, the council continues to welcome approaches from Free School promoters who may wish to consider providing additional school places within the borough.
- 4.29 In the past, expansions commissioned have kept pace with the growing demand at the time. With the falling birth rate, it is anticipated that further places may not be required. However, this needs to be closely monitored and regularly analysed to influence the requirement for any additional pupil places.
- 4.30 No particular primary schools are therefore currently being considered for expansion, whether temporary or permanent. However, the effect of planned development in the **Sheerwater** and **West Byfleet and Byfleet** areas will be closely monitored as primary schools in the area are already at or near capacity. Outline planning permission has been granted for the provision of 290sqm of additional classroom space adjacent to Broadmere Primary School to meet demand generated by new housing as part of the Sheerwater Regeneration Scheme, allocated site UA24 (PLAN/2018/0337, granted in April 2019). WBC is working with the Education Place Planning Team to determine the precise nature and phasing of housing units being delivered, as this will affect pupil yields and determine when additional provision may be required.
- 4.31 Greenfield School is an independent school on Old Woking Road and is planning to increase capacity to 408 places (from 267 places) by September 2021.
- 4.32 The impact of new housing has the potential to create pockets of higher demand in other parts of the borough too, which will also be closely monitored as development proposals come forward.
- 4.33 It should also be noted that whilst SCC will seek to meet parental preference, the forecasts focus on the number of school places available within a school place planning area. It can be the case that some schools in an area are regularly oversubscribed in relation to parental preference. However, parental preferences only show where parents would like their children to attend school, not if there is a shortage of places in an area.

Secondary School Provision – Existing Capacity

- 4.34 Table 7 below lists the borough's five secondary schools – falling within a single secondary school place 'planning area' – and current capacity. The table also includes one secondary school located in the borough of Runnymede which admits a number of pupils from the Woking area.

Name	Type	School capacity ²¹	No. of pupils	% Surplus
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²¹ Excludes specialist centres, bulge classes and sixth form provision

			(Oct 2020) ²²	
Bishop David Brown School	Academy	750	611	18.5%
Hoe Valley School	Free School	630	686	-8.9%
St John the Baptist Catholic Comprehensive School	Academy	1,140	1,127	1.1%
The Winston Churchill School	Foundation School	1,500	1,486	0.9%
Woking High School	Academy	1,200	1,197	0.3%
Fullbrook School (Runnymede borough)	Academy	1,200	1,162	3.1%

Table 7: Secondary school provision in Woking and surrounding area (State sector)

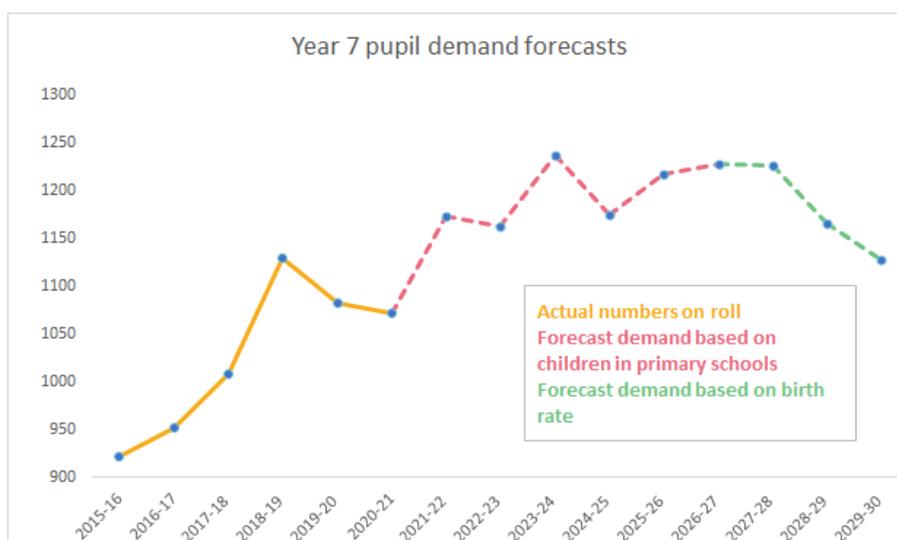
- 4.35 The School Census (October 2020) shows that most of Woking's secondary schools are largely at or very close to capacity. Currently, the only school with capacity is Bishop David Brown School. Most schools in the borough are restricted in terms of future expansion due to already overcrowded sites. Woking High School and Winston Churchill School already find it increasingly difficult to accommodate pupils living within their prescribed catchment areas.
- 4.36 Hoe Valley School is now fully established on its new site on Egley Road. The school increased its published admissions number (PAN) from 120 to 150 in September 2020 to help meet the increased demand for secondary places in the borough.
- 4.37 As stated previously, some margin of capacity is necessary to allow for parental choice, and to allow for differences in the size of individual cohorts, thus not all unfilled places in a school are considered surplus places.

Secondary School Provision – Demand

- 4.38 The increases experienced in primary demand in the borough up to 2013 have now moved into the secondary sector. Forecasts have taken into account the wider geographical intake of pupils from outside of the borough at St John the Baptist Catholic Comprehensive School.
- 4.39 SCC's latest School Organisation Plan 2020-2030 projects that secondary demand will mirror primary demand as the larger cohorts transition into secondary school. Secondary school population is projected to increase in Woking to 2022/23, before stabilising and declining from 2027/28 onwards (see Figure 3).

Figure 3: Forecast for secondary place need in Woking

²² Data from School Census, October 2020



4.40 Again, despite predicting a fall in demand from peak levels towards the end of the planning period, the situation needs to be closely monitored as it is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing, or migration.

4.41 Table 8 reflects a high-level view of the additional secondary provision required to 2027 from potential development sites identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.18 secondary age children equating to 18 children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £20,685 per additional secondary school place.

4.42 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) ²³	Estimated secondary pupil yield arising from planned housing ²⁴	Estimated cost of additional secondary provision	Secondary school(s) anticipated to be affected
Woking Town Centre (parts of Canalside and Mount Hermon)	1,264	228	£4,716,180	Hoe Valley School Woking High School Bishop David Brown St John the Baptist
Rest of Canalside (including Sheerwater)	545 ²⁵	98	£2,029,199	Bishop David Brown St John the Baptist Fullbrook School
Byfleet and West Byfleet	735 ²⁶	132	£2,730,420	Fullbrook School Bishop David Brown St John the Baptist
Goldsworth Park	0	-	-	-

²³ Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

²⁴ Secondary yield factor of 0.18 equating to 18 secondary age children per 100 dwellings in accordance with SCC Developer Contribution Guidance (November 2020)

²⁵ The planning status of site allocation UA24 Land within Sheerwater Priority Place is at a sufficiently advanced stage to assume the delivery of 117 (net) elderly accommodation units. Figures have been adjusted accordingly.

²⁶ Proposed site allocation GB10 Broadoaks is anticipated to include 155 specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

Heathlands	286	51	£1,054,935	Hoe Valley School The Winston Churchill School St John the Baptist
Hoe Valley	127	23	£475,755	Hoe Valley School St John the Baptist
Horsell	67	12	£248,220	Woking High School St John the Baptist
Knaphill	0	-	-	-
Mount Hermon (not including Town Centre)	0	-	-	-
Pyrford	0	-	-	-
St John's	11	2	£41,370	The Winston Churchill School
Total	3,035	546	£11,296,079	

Table 8: Indicative secondary aged children yielded from planned development in Woking

4.43 Figure 4 maps existing secondary schools in and outside the borough and the estimated secondary school children yielded by planned development in the SA DPD.

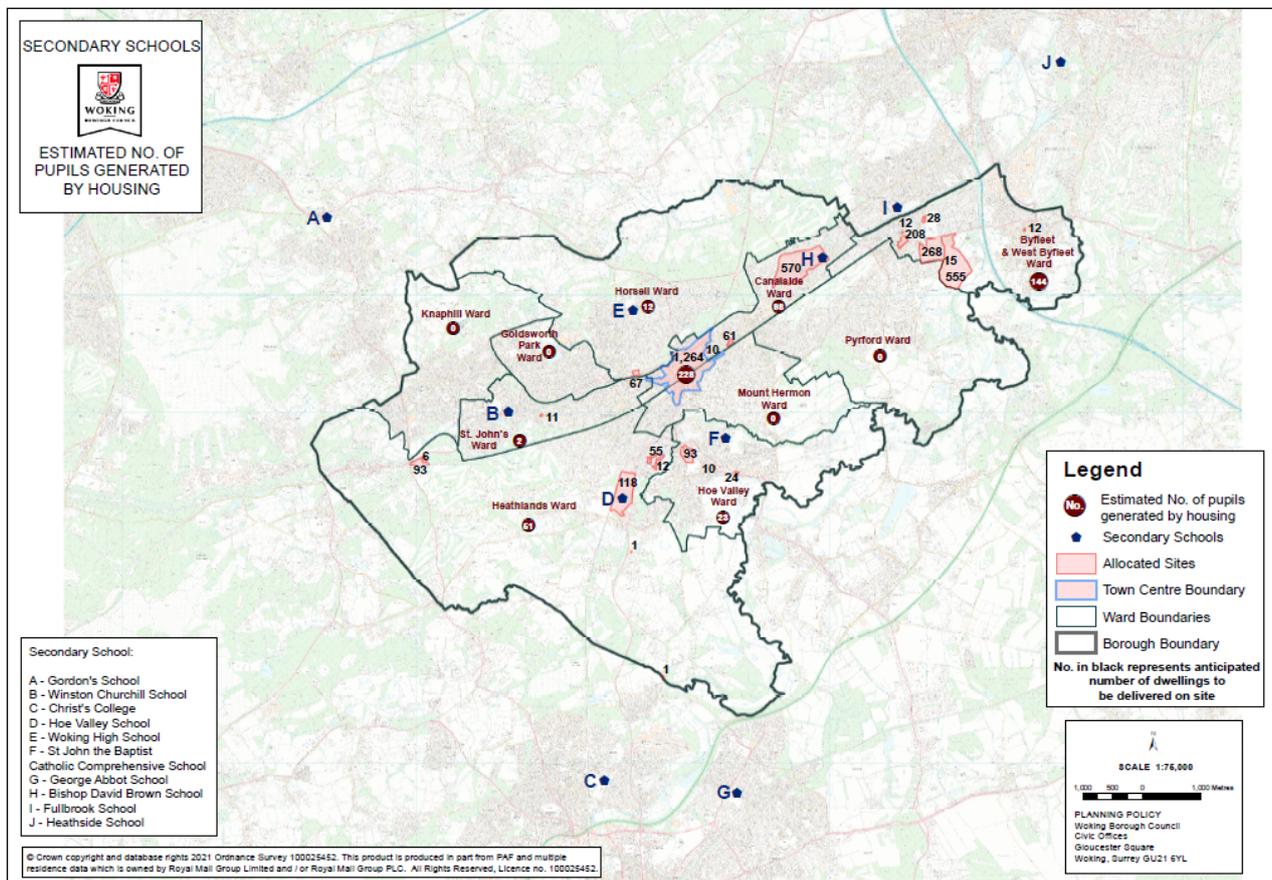


Figure 4: Secondary schools and estimated pupils generated by planned housing in the draft SA DPD

Secondary School Planned Provision

4.44 The focus is now shifting to secondary school infrastructure as the increased number of primary pupils now transition to the secondary sector.

4.45 As a general rule, when considering the need for the establishment of a new school, the county council works on the basis of a minimum capacity of 4 Forms of Entry (600 places) at secondary level. This minimum threshold is considered important in respect of ensuring that the school estate is financially sustainable and suitably flexible to

accommodate fluctuations in demand. The high-level assessment of pupil yields in Table 8 would suggest that the scale of planned development, both individually and cumulatively, is not such that it would warrant the establishment of a new school, particularly when the spatial distribution of development, and therefore need, is considered.

- 4.46 As such, in order to address forecast increases in secondary school demand, the county council intends to use vacant capacity in existing provision where it is reasonable to do so, and then seek to expand existing provision if necessary. Given the forecasted decline at the end of the planning period, any additional provision is likely to be temporary to protect the sustainability of schools.
- 4.47 Demand is unlikely to be uniform and again, there are expected to be local areas of pressure. In the **Sheerwater** area, the regeneration development proposals (site allocation UA24) will provide the required improvements to Bishop David Brown School's current infrastructure. Enhanced facilities include a new school canteen, as well as leisure facilities to be shared with the public (a swimming pool, separate teaching pool, five-court sports hall, studios and a gym, a 3G football pitch and new grass football and rugby pitches), due for completion by December 2021. It is anticipated that additional need arising from the planned development and surrounding area could be accommodated by the school. However, WBC are working with the Education Place Planning Team to determine the precise nature and type of housing being delivered to 2026, and the phases of delivery, as this may impact on pupil yields and whether further expansion is required at the school.
- 4.48 Some pupils are served by schools in adjacent boroughs as they fall within their admission areas. Fullbrook School serves children resident in the **West Byfleet, Byfleet and Pyrford** area, but falls within the borough of Runnymede. The projected future need of Runnymede is not too dissimilar to that of Woking, and is also being closely monitored.

Specialist Schools Update – Need and Planned Provision

- 4.49 The county council has a statutory duty to:
- ensure sufficient post-16 provision is available for all Surrey children;
 - give priority at all ages to meet the needs of children with Special Education Needs and Disabilities (SEND), learning difficulties and/or disabilities up to 19 (in some cases 25);
 - ensure fair access to educational opportunity and promote diversity and parental choice.
- 4.50 Wherever possible, children with SEND are educated in mainstream schools. For some specific needs, it is appropriate to provide additional resources and, in a small number of cases, to provide places in special schools or specialist SEND centres.
- 4.51 SEND provision is not considered in planning areas in the same way as that in the preceding sections, because specialist provision does not just meet the needs of learners in the immediate surrounding area, so it has a far wider intake than most mainstream schools. Provision is therefore currently analysed for each of Surrey's four quadrants (North East, North West, South East and South West) because it involves a significantly smaller number of pupils and schools. Woking is located within the north west quadrant, along with Runnymede and Surrey Heath districts. Within this quadrant, there is one ASC special school and seven specialist centres within mainstream schools, as depicted in Table 9.

Setting	Designation	Age Range	Numbers on roll	Occupancy	Planned expansion to 2030
Special Schools					
Freemantles School	Complex ASC (CSCN)	4-19 years	193	100%	+72 places
Mainstream Specialist Centres					
Bagshot infant School	ASC (High COIN)	4-7 years	7	100%	0
Jubilee High School	Speech & Language (Low COIN)	11-16 years	12	100%	+3 places
Pycroft Grange Primary School	ASC (High COIN)	3-11 years	20	100%	0
Salesian School (NAS Callum Centre)	ASC (High COIN)	11-16 years	21	100%	-1 places
Stepgates Community Primary School	Speech & Language (Low COIN)	4-11 years	20	100%	0
The Grove Primary School	Speech & Language (Low COIN)	4-11 years	14	100%	0
Tomlinscote School	Speech & Language (Low COIN)	11-16 years	9	100%	0

Table 9: SEND Provision and planned enhancements in North West Surrey

- 4.52 Surrey's School Organisation Plan 2020-2030 sets out how, since 2015, the number of children with an EHCP who live in Surrey and require a specialist school place has increased by 73%. The demand for maintained specialist school places in Surrey has grown significantly over the past 4 years from 2,859 planned places in 2017-18 to 3,477 planned places in 2020-21, and increasing again to 3,513 in 2021-22. In the north west quadrant, a total of 1,039 children and young people with an EHCP attend specialist provision (2020-21), with a total number of planned places in maintained special schools and specialist centres of 969. The number of children and young people with an EHCP living in north west Surrey who will require a specialist school/centre place is projected to steadily rise to approximately 1,250 places by 2025/26, when demand will stabilise and then gradually decline to below 1,200 places by 2030/31.
- 4.53 Existing provision is at full capacity, and will need to expand in order to meet the identified future growth in demand. In response, SCC has approved a SEND Capital Programme to provide fit for purpose facilities for SEND provision, which stems from its SEND Transformation Plan and SEND Sufficiency Strategy 2020-2025. The north west Surrey area has been the subject of interim proposals to expand provision by way of bulge classes and the dedication of resourced Specialist Centres within mainstream primary and secondary schools (see Table 9 for planned expansions, including at Freemantles School in Woking).
- 4.54 In addition to expansions and reorganisations, the county council indicates a lack of provision of ASC, Communication and Interaction Needs and Complex Social Communication Needs Special Schools well located to serve the three districts, including Woking, and the wider north west quadrant.
- 4.55 The county council has indicated that whilst there is no typical yield factor applied to new housing at the moment (SCC is working on this), around 2-3% of the pupil population has an EHCP. It therefore follows that the estimated pupil yields generated by development provided in the primary and secondary assessment above will include a portion of children with SEND. The county council will seek developer contributions for

all special school/SEND places generated by development where there is an identified need for additional provision.

Further Education Update – Need and Planned Provision

- 4.56 The 2018 IDP reported how two institutes provide post-16 education in Woking Borough: St John the Baptist School and Woking College; and how several institutes situated outside the borough accommodated students residing in Woking, including: Fullbrook Sixth Form Centre, Merrist Wood College and Brooklands College. The report outlined how future need and capacity is difficult to predict due to the range of factors affecting a student's choice to pursue further education and where to do so. However, it was reasonable to assume that the borough's growing population would place pressure on these institutions and additional infrastructure would be required to cater for increased demand.
- 4.57 SCC's forecasting model, as reported in the latest School Organisation Plan 2020-2030 (SOP), projects a rise in demand for post-16 sixth form/college places to 2030 based on population projections, including that from additional housing. The SOP identifies Woking as an area where sixth form/college capacity will be challenged through the forecast period to 2030, despite the fact that an increasing proportion of young people are choosing to continue their learning in the workplace. The number of pupils in Woking seeking sixth form places is forecast to rise from 1,062 per year in 2021 to 1,388 per year by 2030 (326 pupils), where pupils leave secondary school and seek entry for the first year in sixth form.
- 4.58 In order to improve provision and accommodate growth, the county council aims to support existing providers in the first instance, who already offer high quality provision.
- 4.59 Woking College takes students from more than 60 Surrey schools and is a popular first choice for many school-leavers. Demand for places has risen from 445 applicants in 2019, rising to 535 in 2020, to 616 in 2021. Across all tutor groups at the College the number of students expected in 2021 are some 1,450. In September 2019, Woking College conducted a Space Needs Assessment which identified a deficit of 23 teaching spaces to meet the space requirements of 1400 pupils (against DfE benchmarks). Having secured planning permission to expand its outdoor sport facilities, the College went on to secure planning permission for an additional 8 classroom spaces in a part two-storey, part single-storey teaching block together with a new car park. Appropriate funding streams are being explored through the Education and Skills Funding Agency (ESFA). To cope with immediate demand in 2021, the College will erect a number of temporary buildings on its site for which it has also gained planning approval.
- 4.60 Whilst these infrastructure improvements will address existing deficiencies in provision, further capacity enhancements will be required to meet needs arising from a growing population, including needs generated by development, as illustrated in the SOP. Whilst the College's longer-term development plan seeks to maximise potential within the existing site, it is recognised that the growing need for post-16 education cannot be met solely on-site due to a number of reasons, including its Green Belt location.
- 4.61 The College has therefore been working with the council and other stakeholders to relocate a range of activities to Old Woking Community Centre and facilitate additional classroom provision at a future date on its existing site. Subject to planning approval, redevelopment of the Community Centre would need to be operational by August 2022. The following infrastructure enhancements are proposed, at an indicative cost of £2.9m:
- 65sqm of IT floorspace with adjacent support offices;

- Entrance foyer with a life access to the first floor;
- Three classrooms (55sqm, 60sqm, and a large one at 75sqm) plus storage;
- Offices and support spaces;
- Social/study space (100sqm).

In parallel, the Centre would be enhanced for use by the local community.

4.62 Elsewhere in the Borough, additional projects to increase post-16 education capacity include:

- Hoe Valley Sixth Form is expected to open in September 2023, offering 240 places across Years 12 and 13.
- Fullbrook 6 has increased its published admission number for external applicants for entry to Year 12 in September 2022, from 15 to 20.
- The Weybridge campus of Brooklands College (in Elmbridge borough) had intended to pursue a programme of redevelopment, but the Learning and Skills Council withdrew funding, so the campus continues to face significant issues with regards to its infrastructure. A Property Strategy is being developed by the College to ensure the delivery of 21st century learning facilities that will be effective and sustainable. Any projects will be subject to identifying appropriate sources of funding.

4.63 The DfE advises local authorities to seek developer contributions for expansions required for post-16 places with the need arising from development, and describes how further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place²⁷.

4.64 In addition to capacity within education institutions, the implementation of T Levels and ongoing developments across the apprenticeship sector is likely to see demand for work placements and employment opportunities for 16–18-year-olds increase, which may ease demand on physical sites dedicated to teaching and learning. The implications of this are being closely monitored.

Sources of Funding

4.65 Funding for the expansion of schools, because of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual basis with an indicative allocation given for the two following years. The Government Basic Need Grant, the DfE free schools programme and other capital funding sources do not, however, negate housing developers' responsibility to mitigate the impact of their development on education.

4.66 Detailed guidance²⁸ on securing developer contributions for education has been published by the Government since the 2018 IDP was published. In line with this new guidance, as reflected in SCC's latest Developer Contribution Guide²⁹, the county council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities of all phases (age 0-19) and special educational needs. Developer contributions for education can be secured by means of conditions attached to planning permission, a planning obligation under Section 106 of the Town and Country Planning Act 1990, or the Community Infrastructure Levy (CIL).

²⁷ Securing Developer Contributions for Education (Nov 2019) DfE. Available at: <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>

²⁸ As above

²⁹ The Surrey County Council Developer Contribution Guide (2020) SCC. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/developer-contributions>

- 4.67 In Woking, education infrastructure continues to be included in the list of priority infrastructure types³⁰ which is intended to be funded through CIL receipts. CIL revenues are intended to help fund the supporting infrastructure needed to address the cumulative impact of development across a local authority area, and can be used to fund the provision, improvement, replacement, operation or maintenance of a wide range of infrastructure, including education. WBC, as charging authority, will continue to engage with SCC to identify appropriate education infrastructure projects towards which CIL funding can contribute³¹, and to identify other sources of funding necessary to secure delivery.
- 4.68 The CIL Regulations (as amended in September 2019) no longer impose a 'pooling restriction' on the use of planning obligations to fund the same type of infrastructure or infrastructure project, and a project may therefore receive funding from both CIL and S106, where a planning obligation complies with the tests set out in the CIL Regulations³². An S106 planning obligation secures a contribution directly payable to the local education authority, or for direct provision of education infrastructure 'in kind'.
- 4.69 The assessment in the sections above provides a high-level analysis of the impacts of planned development on education infrastructure. Ongoing analysis will be required as the nature and timing of development proposals become more certain, to get a greater understanding of:
- the education needs arising from development, based on an up-to-date pupil yield factor;
 - the capacity of existing schools that will serve development, taking account of pupil migration across planning areas and local authority boundaries;
 - available sources of funding to increase capacity where required; and
 - the extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time.
- 4.70 The Government has indicated in its guidance that it will publish a national methodology for the calculation of pupil yields from housing development. Until such a time that this is available, local approaches to calculating pupil yields remain valid.

Summary

- 4.71 Additional housing growth in the borough will generate additional early years, primary and secondary age pupils and consequently a requirement for more places. The county council has factored typical pupil yields from development into their early years and pupil forecasting system.
- 4.72 For early years, projections show that pockets of high demand, and therefore the need for additional places, will fall within the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford, as well as Byfleet and West Byfleet and potentially Healthlands and Hoe Valley due to pressure on neighbouring wards. New nursery provision coming forward as part of the Sheerwater regeneration scheme will help meet demand, but additional expansion of places may be required depending on the capacity of the new provision, which is currently being determined.

³⁰ Detailed in the council's latest Infrastructure Funding Statement here:

<https://www.woking2027.info/ldfresearch/infrastructurefundingstatement201920.pdf>

³¹ A useful list of the types of projects to increase capacity at existing schools is provided in SCC's Developer Contribution Guide at paragraph 6.4.

³² Regulation 122 of the Community Infrastructure Levy Regulations 2010.

- 4.73 Projections show that at primary level there is anticipated to be a sufficiency of places, whereas at secondary level the demand will exceed the current capacity of the borough's schools. There may be pockets of high demand in the growth areas of the borough for both primary and secondary provision which need to be strategically planned for as the nature of development becomes clearer, but at this stage it is anticipated that the provision to meet additional demand to 2027 will be met through existing provision, rather than through new schools.
- 4.74 At this time, SCC is not able to confirm specific future projects or the extent of any additional places that may be required. The assessment of demand for future pupil places is an ongoing task, and effects of the pandemic on the birth rates for 2020 and 2021 will need to be monitored to establish whether the declining birth rate trend is set to continue, or whether there is any outlying spike in births which will affect demand for school provision. The Education Place Planning Team will need further clarification on dwelling type, bedroom mix and phasing of new developments as they come forward, to enable them to forecast the point of need for additional education provision associated with new development sites. WBC and SCC aim to take a collegiate approach to planning for future needs as development proposals progress.
- 4.75 In order to meet rising demand for post-16 education in Woking, a project to facilitate the expansion of Woking College at Old Woking Community Centre has been identified and included in the IDP Schedule. Developer contributions will be used to part-fund the delivery of this essential infrastructure.

5. Transport

Summary of 2018 IDP

Overview

5.1 The 2018 IDP focused on highways, bus, rail, walking and cycling infrastructure, with key findings summarised below.

The Road Network

- Road infrastructure in Woking is the responsibility of SCC as Highways Authority. The Strategic Road Network (SRN) (including the M25 and A3) is the responsibility of Highways England (HE).
- SCC, in partnership with WBC, had published the Woking Draft Local Transport Strategy (LTS) and Forward Programme (2014), which outlines all transport infrastructure currently required to support growth in Woking's Development Plan. This was due to be updated in September 2018.
- Congestion is a known issue in a number of locations in Woking, particularly in peak hours.
- The Sheerwater Link Road had reduced congestion in the surrounding area and improved access to Sheerwater's business parks.
- A range of studies conducted by SCC to determine the impact of future development on existing transport infrastructure capacity had identified the A320 and A245 as corridors likely to experience an increase in traffic. Areas of the Borough most likely to be affected by proposed development would be Woking Town Centre, West Byfleet District Centre, and the area south of Woking.
- Whilst even the highest growth scenarios wouldn't be significant enough to cause major disruption or require significant improvement measures, other types of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required to promote and manage the additional demand generated by future development.
- Key requirements had been included in the policies of the Site Allocations DPD, guided by SCC and Highways England feedback, to ensure developers submit Transport Assessments and Travel Plans where appropriate to identify impacts of development and set out any necessary mitigation measures. In addition, land had been allocated in the DPD to facilitate delivery of new/improved transport infrastructure. Finally, schemes which do not require the safeguarding of land are included in the Council's CIL Regulations 123 List, and Woking's Local Transport Strategy and Forward Programme.
- An A320 corridor study had been conducted in partnership with SCC, Runnymede and Surrey Heath Borough Councils to identify a strategy to address existing and forecast issues along the corridor and ensure that future demand in the network would not create severe impacts and/or undermine economic growth. A Housing Infrastructure Fund (HIF) bid had been submitted to fund the delivery of mitigation measures along the corridor.
- The Council had worked with SCC to identify mitigation measures at the A245 Byfleet Road / B365 Seven Hills Road junction. This work would take into account Highways England proposals to improve the M25 junction 10 / A3 interchange.

Bus services

- A number of improvements to bus facilities had improved existing capacity in the Town Centre, and the route serving St Peter's Hospital and Heathrow Airport.

- A number of improvements to the local bus network had been identified in the Local Transport Strategy and Forward Programme to accommodate future growth in the Town Centre, and in West Byfleet. In addition, SCC had indicated where key requirements should be included within site allocation policies to ensure developers submit a Transport Statement / Transport Assessment to specifically assess the on-site or adjacent bus infrastructure required to mitigate traffic impacts of any proposal coming forward.

Railway infrastructure and services

- The Borough is served by five railway stations (Woking, West Byfleet, Worplesdon, Brookwood, and Byfleet and New Haw), operated by South Western Railway.
- Capacity to meet housing growth has been identified as an issue on the Woking to London Waterloo route during peak hours. A number of interventions had been identified to accommodate projected growth from housing development, including, most significantly, the Woking flyover and additional platform 6 schemes for delivery in Control Period 6 (2019 to 2024). Land had been allocated in the Site Allocations DPD for a transport interchange hub at Woking Railway Station and Victoria Arch, to include a number of rail service capacity improvements as well as the junction grade separation known as Woking flyover. Detailed costings were being drawn up by Network Rail.
- It was anticipated that both Woking and West Byfleet stations would benefit from Crossrail 2 services by released capacity, specifically through journey time benefits.

Walking and cycling infrastructure

- Woking's Local Transport Strategy and Forward Programme considers the Borough to have a good level of walking and cycling infrastructure, with several improvements delivered via the Cycle Woking and Travel SMART programmes.
- The Surrey Transport Plan identifies that there are still gaps in the strategic walking and cycling network in Woking. Various schemes have been identified and included in the Local Transport Strategy and Forward Programme to improve network connectivity and safety, and mitigate traffic impacts from future growth.
- A Local Cycling Plan would be developed for the Borough, setting out measures to improve walking and cycling infrastructure capacity. These Plans would provide SCC with a basis for funding bids to support investment in infrastructure.
- SCC had also identified where key requirements should be included in site allocation policies to ensure developers assess on-site or adjacent walking and cycling infrastructure capacity (as part of Transport Statements/Assessments), and identify any appropriate mitigation measures as part of proposals coming forward.
- In addition, land had been allocated to facilitate the delivery of Woking Integrated Transport Package, Victoria Arch and Woking Station Multimodal Transport Interchange Hub. Outputs would include wider pavements for pedestrians, and dedicated cycle lanes.

Updated Position

Overview

5.2 This chapter covers the provision of transport infrastructure within Woking Borough Council's administrative area as well as cross-boundary projects, including highways, walking, cycling and public transport. Information in this update has been supplemented by discussions with transport infrastructure planners at Surrey County Council.

5.3 The following sources have been used to populate this section:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Transport Assessments to support Site Allocations DPD, available under 'Transport and accessibility' at: https://www.woking2027.info/ldfresearch
Surrey County Council Representation in response to Regulation 19 Consultation, 17 December 2018
The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Highways England Representations in response to Regulation 19 Consultation and Main Modifications Consultation (December 2018 and November 2020 respectively)
Surrey County Council Transport Planning Teams – meetings and ongoing correspondence
Correspondence with WBC Major Development Project Managers
Housing Infrastructure Fund (HIF) Submission, December 2018
Woking HIF Paramics Modelling , November 2018
MHCLG and Homes England Housing Infrastructure Fund (HIF) Business Case Questions – A320 North of Woking Scheme
Surrey County Council Fourth Local Transport Plan (LTP4) ISA Scoping Report, December 2020
Report to Surrey County Council on Housing Infrastructure Fund Forward Funding for A320 North of Woking, October 2020
Victoria Arch Widening Scheme Newsletters (various)
Local Cycling and Walking Infrastructure Plan (LCWIP) for Woking, March 2020
Transport Strategy for the South East , June 2020, and supporting publications, available at: https://transportforthesoutheast.org.uk/publications/
Network Rail, Wessex Route Strategic Plan 2019 to 2027 , March 2019
A New Rail Strategy for Surrey, March 2021, available at: https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=77778
Surrey County Council Draft Woking Forward Programme to accompany SCC's Transport Strategy (February 2021, draft to be approved and unpublished).
Transport for the South East 'Covid-19 recovery scenarios: opportunities for a more prosperous and sustainable South East (January 2021), available at: https://transportforthesoutheast.org.uk/app/uploads/2021/03/Covid-19-recovery-scenarios-Final-report-Jan-2021.pdf

5.4 The draft Woking Local Transport Strategy (LTS) and Forward Programme (September 2018) is part of the Surrey Transport Plan (LTP3) and supports the delivery of Woking Core Strategy. The forward programme identifies short, medium and longer term schemes and packages of measures which seek to deliver improvements in line with the Strategy's objectives and identified problems and issues. The 2021 IDP Schedule has been updated to reflect the latest draft Forward Programme, and includes newly identified schemes, costs, and sources of funding.

5.5 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL) – the Council's Infrastructure Funding Statement identifies transport infrastructure as a priority towards which CIL can contribute;
- Capital funding by SCC, including government grant funding allocations;
- Woking Joint Committee devolved budgets including the Integrated Transport Scheme (ITS) Capital, Capital Maintenance, Local Committee Revenue and Community Enhancement Fund;
- Capital funding by WBC;
- The Local Growth Fund through the Local Transport Bodies and the EM3 Local Enterprise Partnership – the fund is prioritised to areas of economic promise, where interventions can address barriers to growth (such as impacts of future development on transport infrastructure);

- Capital grants from Government initiatives, such as the Housing Infrastructure Fund (HIF) launched in July 2017. The HIF programme is designed to help fund the infrastructure that would help unlock increased housing delivery – a top priority for the Government;
 - Capital grants from the Department for Transport for enhanced walking and cycling provision, such as the Active Travel Fund; and
 - Capital grants from the Department for Transport, in particular through the Office for Zero Emission Vehicles, for electric vehicle infrastructure including chargepoints
- 5.6 Surrey County and Woking Borough Councils work with Transport for the South East (TfSE) to identify infrastructure priorities across the county. TfSE funding comprises contributions from its constituent authorities, alongside government grant funding from the Department for Transport. TfSE aim to publish a Strategic Investment Plan in 2022, setting out a prioritised programme of investment for the region.
- 5.7 TfSE is also studying the potential implications of the Covid pandemic on future travel demand patterns. The report³³ recognises that many people who formerly worked in London are now working from home in the South East; that in the future and there may be an increase in the number of individuals relocating permanently to the TfSE area from London. A range of potential recovery scenarios will need to be periodically reviewed as the pandemic recovery progresses. The results of this work will allow TfSE to test the schemes and initiatives put forward in its Investment Plan and deliver the best outcomes for the South East region.
- 5.8 At a borough-wide scale, the government has encouraged Local Planning Authorities to continue their plan-making activities during the Covid-19 crisis. Infrastructure investment is seen as critical to the recovery from Covid-19. In a challenging period for the construction industry, there needs to be certainty that new infrastructure will be built to unlock sites across all areas of the borough to address any viability problems before they arise. The following IDP chapter therefore continues to focus on transport infrastructure capacity and required schemes to meet growth in demand as envisaged by the Core Strategy and the draft Site Allocations DPD.
- 5.9 Since the 2018 IDP was published, Highways England has provided further feedback on the capacity of the SRN to accommodate planned growth. Highways England are supportive of the improved focus on sustainable principles underpinning the transport improvements at Woking Railway Station (site UA7, allocated to deliver bus/rail interchange, railway flyover and Victoria Arch improvements); and are supportive of proposals that consider measures which manage down demand and reduce the need to travel - infrastructure improvements on the SRN should only be considered as a last resort. Development proposals coming forward which are likely to generate significant traffic or lead to impacts on the SRN comply with key requirements of site allocation policies which require the submission of detailed Transport Assessments and Travel Plans in accordance with policy CS18: *Transport and accessibility*. Transport Assessments will fully assess the impacts of development (direct or cumulative) and identify appropriate mitigation measures; and Travel Plans will set out how the travel needs of occupiers and visitors will be managed in a sustainable manner. Developer contributions (either through planning obligations or through CIL) will be secured to implement any necessary transport mitigation schemes. Highways England will continue to be consulted on development proposals as part of the development management process.

³³ TfSE, Covid-19 recovery scenarios: opportunities for a more prosperous and sustainable South East, January 2021, available at: <https://transportforthesoutheast.org.uk/app/uploads/2021/03/Covid-19-recovery-scenarios-Final-report-Jan-2021.pdf>

Delivery Update - The Road Network

5.10 The 2018 IDP describes how transport modelling was conducted jointly with SCC for various growth areas of the Borough to establish key capacity constraints on the highway network to deliver the planned level of growth in the Borough to 2027, and enable infrastructure solutions to be found to any identified issues. The network improvements were included in the IDP Schedule, and subsequently the CIL Regulations 123 List (transport schemes for which developer contributions would be sought), and any land required to deliver network improvements was allocated in the draft SA DPD.

5.11 The following section provides an overview of progress with scheme funding and delivery as identified in the IDP Schedule and SCC's Forward Programme. The Forward Programme is a 'live document' which is updated at regular intervals – it was most recently updated in February 2021 to reflect newly identified walking and cycling infrastructure needs to meet planned growth (see section below).

Town Centre Schemes

Woking Integrated Transport Package (WITP) (£29.5m as at December 2020)

5.12 Facilitated by a combination of developer contributions and Enterprise M3 LEP funding, this multi modal transport infrastructure improvement project has been designed to significantly enhance traffic flow in the area, and to mitigate traffic impacts caused by approved and forthcoming major development proposals in the Town Centre. The project is funded by a grant of £11m from the Enterprise M3 LEP, and £12.5m to be financed by the Council from a range of developer contributions.

5.13 As outlined in the 2018 IDP, the project supports a number of employment and/or housing development sites that are either approved or proposed. In particular, the highway and public realm improvements underpin the ability to deliver the Victoria Square development (allocated site UA9 in the 'Regulation 18' version of the Site Allocations DPD but subsequently removed once development had commenced).

5.14 Despite the challenges of Covid-19, the delivery of Woking's new highways has remained largely on schedule, although economic consequences of the pandemic have led to delayed development coming forward. This has led to shortfalls in CIL income, and as of January 2021, only £1.25m of CIL contributions towards this particular project have been collected. Alternative funding options are being considered as part of the Council's Investment Programme 2020/21-2024/25 – the WITP project may have to be financed from borrowing until future CIL contributions are received.

5.15 As at December 2020, the majority of works in phases 1 to 3 had been completed:

Description	Projected start	Anticipated completion (2018 IDP)	Revised completion (as at December 2020)
Phase 1: Improvements to Goldsworth Road and junction with Victoria Way	January 2016	October 2020	March 2021
Phase 2: High Street to Broadway improvements	January 2017	October 2020	October 2020
Phase 3: Victoria Way from Church Street West to Council Offices – creation of a bus lane as well as new bus stop by The Lightbox and Living Planet Centre	June 2017	June 2018	June 2018

Phase 4: Church Street West and Church Street West Junction with Victoria Way – improved highway layout	April 2020	August 2020	April 2021
Phase 5: final highway improvements to connect the previous four phases and facilitate the replacement of Victoria Arch by Network Rail	March 2020	December 2020	April 2021

Housing Infrastructure Fund (HIF) for the Victoria Arch Widening Scheme (£115m estimate)

5.16 The 2018 IDP highlighted an essential need for transport improvements to address capacity issues on the A320 Guildford Road, and at Victoria Arch bridge, to ensure the delivery of sustainable development in the Town Centre. As such, the Council (in partnership with SCC) applied to the Ministry of Housing, Communities and Local Government (MHCLG) for HIF grant funding. On 1 July 2019, the MHCLG notified the respective Councils that their application had been successful, and awarded WBC a £95million HIF Grant. The proposed scheme will enhance traffic flow in and out of Woking Town Centre, provide enhanced pedestrian and cycle access, and enhance the transport infrastructure capacity required to unlock 13 brownfield development sites in the town centre for housing and other uses. Widening of the bridge is a key element of the proposed Woking Flyover scheme (see Rail Infrastructure below).

5.17 The draft Site Allocations DPD has identified land in the town centre to deliver an indicative 1,264 residential units (1,251 units at the time of transport modelling outlined below). Despite this number being achievable from a site capacity perspective, further parametric transport modelling was conducted to support the HIF bid³⁴ (November 2018). Several scenarios were modelled, using up-to-date transport and development data. The modelling provides evidence that the existing highway network is very sensitive to increased traffic levels, particularly during the morning peak, and that 1,251 units would lead to unreasonable network performance unless mitigation measures were introduced. The existing transport infrastructure was therefore considered to be insufficient to meet local need and projected demand, and reaffirmed that the Victoria Arch Widening Scheme would result in significant improvements in traffic capacity evidenced by a higher level of vehicle trips being able to take place during the assessment hours.

5.18 The modelling concluded that the scheme would result in significant improvements in local junction performance, with beneficial impact across the town centre as a whole. In turn, this could unlock additional housing developments in the town centre. The sites allocated in the draft Site Allocations DPD which are anticipated to benefit from this enhanced transport capacity include:

- UA13: 30-32 Goldsworth Road, GU21 6JT
- UA14: Poole Road Industrial Estate
- UA15: Big Apple/Rat and Parrot, HG Wells
- UA17: Griffin House, West Street
- UA25: The Crescent, Heathside Crescent
- UA31: Station Car Park, Car Park (East), Oriental Road
- UA32: Royal Mail Sorting/Delivery Office
- UA33: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close
- UA36: Somerset House, Heathside Crescent.

5.19 There are three key phases of the scheme:

³⁴ Woking HIF Parametric Modelling, WSP (November 2018), available at: <https://www.woking2027.info/allocations/sadpdxam/wspwokinghifparametricmodelling.pdf>

- **Phase 1:** the acquisition of all property on an island site known as the 'Triangle Site', and the demolition of buildings situated there, to facilitate the widening of the highway (estimated cost £32.5m) – this phase began in September 2020;
- **Phase 2:** highway improvements on the road network on Station Approach, Victoria Road, Guildford Road, Victoria Arch Bridge and Victoria Way, including the removal of the existing one-way gyratory system and the introduction of a two-way carriageway – this will enhance traffic flow in and out of the town centre and also provide enhanced pedestrian and cycle access (estimated cost £17.5m) – scheduled to start Autumn 2021; and
- **Phase 3:** the replacement of the Victoria Arch Bridge with a widened bridge, allowing for four lanes of traffic – this will also support Network Rail's objectives of delivering a Woking Flyover which will expand the rail network capacity for the region (estimated cost £65m) – scheduled to start early 2022.

5.20 In September 2020, demolition of the Triangle site commenced, setting a clear path and certainty for the project's four-year delivery plan. In tandem, Network Rail is working on outline designs and an outline business case for the railway infrastructure elements of the scheme (see section below). Next steps include finalising the cycle infrastructure design (amended to take into account Department of Transport's new guidance³⁵); bridge and highway detailed design coordination; statutory authority utilities diversions; aligning bridge and highways project programmes; and preparing road diversion proposals. This major infrastructure project remains on track for completion in March 2024.

5.21 The Community Infrastructure Levy Topic Paper, and recent iterations of the IDP, identified a significant infrastructure funding gap for transport infrastructure delivery. The HIF grant will help bridge this funding gap and facilitate housing development delivery in the Town Centre. The total cost of the project is estimated to be £115 million, with the remaining £20 million met by both Woking Borough Council and Network Rail.

Cross-boundary Schemes

5.22 The 2018 IDP described how projected growth in the borough might impact the local and strategic road network in neighbouring boroughs (and visa-versa), and how a pan-Surrey cumulative transport assessment had identified capacity issues on the A320 corridor. The following section provides an update on the actions taken since 2018 to address cross-boundary capacity issues identified in these and subsequent studies.

Housing Infrastructure Fund (HIF) for the A320 North of Woking (Runnymede Borough)

5.23 The 2018 IDP described how Woking Borough Council was working in partnership with SCC, Runnymede and Surrey Heath Borough Councils to carry out an A320 corridor study to identify a strategy to address existing and forecast issues along the A320 corridor, and ensure that future demand on the network from housing growth would not create severe impacts and/or undermine economic growth.

5.24 In Autumn 2020, SCC accepted the funding award of £41.8m for the A320 North of Woking Housing Infrastructure Fund (HIF) Forward Funding scheme. The A320 North of Woking is an arterial corridor south of Chertsey connecting a number of villages, international business locations (including McLaren Technology Centre), a regional hospital and Junction 11 of the M25. It currently suffers from significant congestion and

³⁵ DfT Cycle Infrastructure Design (July 2020): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf.

the constraint is preventing new growth from sites that will feed into the road and access the hospital, retail centres (including Woking) and the SRN. The project scope comprises works to 8 junctions and links as well as Junction 11 of the M25, which Highways England expects to be beyond its capacity by 2033. The scheme is designed to enable housing by providing additional capacity, reducing congestion and creating a more robust corridor. Preliminary project design and detailed funding and legal agreements are progressing, and will be monitored. An extension to the March 2024 completion date is being sought to take into account the impact of Covid-19.

- 5.25 The proposed schemes situated within Woking were not included in the final A320 North of Woking bid, but have been captured as a residual project for consideration in the pipeline of future transport schemes which are currently being assessed and prioritised through the Surrey Infrastructure Plan work. The junction improvements identified in the A320 corridor study have therefore been retained in the IDP Schedule (and continue to be identified in the Forward Programme), as these mitigation measures are necessary to address cumulative impacts of development with neighbouring boroughs. This includes junction improvements at the six crossroads roundabout, for which land is allocated in the Site Allocations DPD (Policy GB6).

Highways England M25 junction 10 / A3 Wisley Interchange Scheme (Elmbridge Borough)

- 5.26 The 2018 IDP described how although the A3 bypasses the Borough, there are a number of access points to the A3, such as the junction east of Byfleet, that can cause congestion at peak times. Transport modelling conducted to support the preparation of the draft Site Allocations DPD had identified potential mitigation measures to address possible impacts at the junction of A245 Byfleet Road with B365 Seven Hills Road, along the A245 corridor (see section below on 'A245 Corridor Updates' for further details). The 'Potential Mitigation' study concluded that the overall performance of the modelled network significantly improves with removing the impedance to vehicle speeds on the A245 Byfleet Road eastbound downstream of the roundabout junction of A245 and B374 Brooklands Road. It is anticipated that Highways England's M25 junction 10/A3 Wisley interchange scheme will reduce this impedance to vehicle speeds, and improve the capacity of the A245 corridor.
- 5.27 Highways England has applied to the Secretary of State for a Development Consent Order (DCO) to authorise the junction improvement proposals³⁶. The scheme recognises that various communities, including Byfleet, are affected by traffic using local roads to access the A3 and M25. This has informed the scheme objectives, which include supporting projected population and economic growth in the area – the additional highway capacity provided by the scheme can be directly linked to the likelihood that planned growth in the area can be feasibly delivered. The scheme aims to improve traffic flows along the local roads that cross the A3 at these junctions, including the A245. The DCO examination was completed in mid-July 2020. The Secretary of State was originally due to make a decision by 12 January 2021, but the deadline has been extended to November 2021 to enable further consultation on the application, including on the question of appropriate provision of replacement land to compensate for the proposed special category land to be compulsorily purchased under the DCO. The start of works was planned for spring 2022, but this may be impacted by the extended decision

³⁶ Planning Inspectorate Scheme Reference TR010030; Application Document Reference TR010030/9.153. All documents available to view on the National Infrastructure Planning website here: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-10a3-wisley-interchange-improvement/?ipcsection=overview>.

deadline. Balfour Beatty Atkins has been contracted to build the scheme, with improved infrastructure anticipated to be open for traffic in 2023-24³⁷.

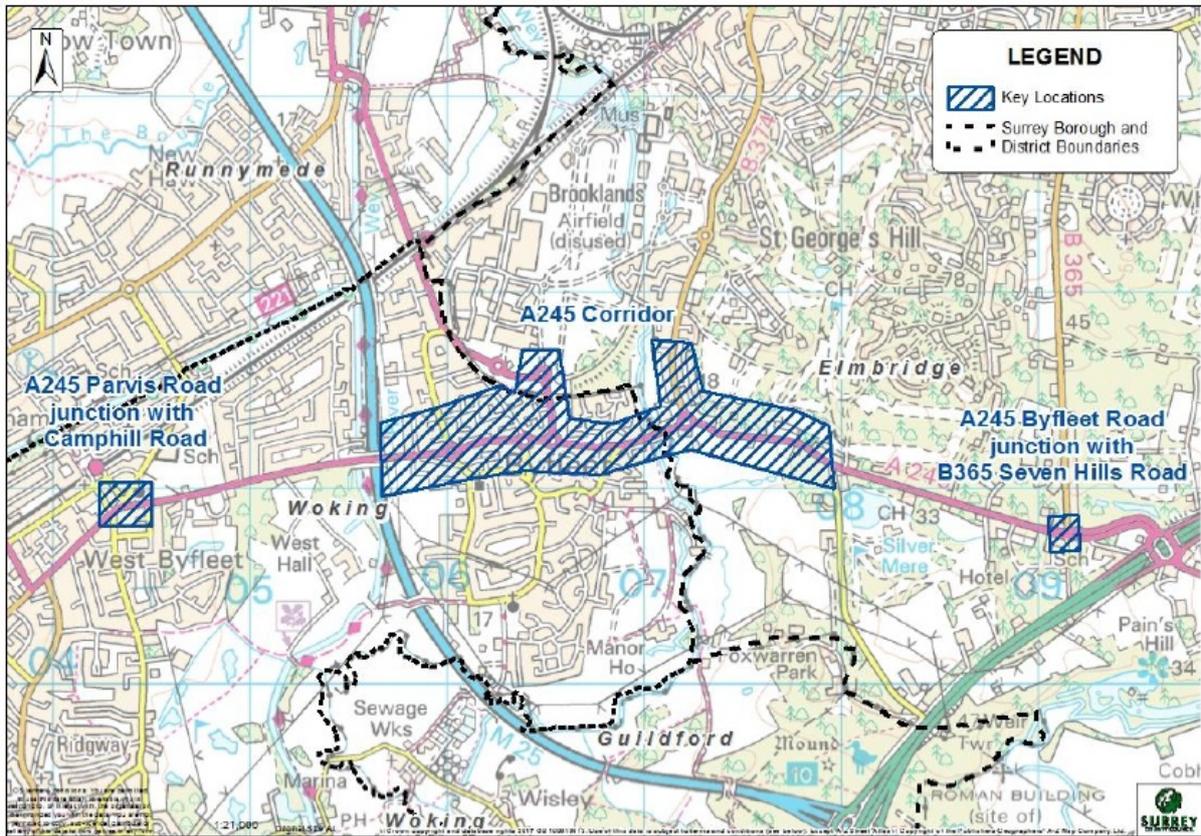
West Byfleet/Byfleet Schemes

- 5.28 In addition to the large-scale schemes outlined above, the 2018 IDP identified a number of areas on the wider road network that would require mitigation to accommodate proposed development, taking into account the spatial distribution of growth envisaged by the emerging Site Allocations DPD. Transport assessments supporting the preparation of the Core Strategy concluded that whilst significant highway infrastructure improvement measures on the wider road network were not considered necessary, a range of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required to promote and manage additional demand generated by future development.
- 5.29 Additional transport modelling³⁸ was undertaken to focus on areas of the Borough that are forecast to be most affected by the increased number of trips on the network resulting from Core Strategy and draft SA DPD scenarios. The 2015 transport modelling investigated the transport impacts of committed and planned commercial and residential development in Woking Borough, plus 592 residential dwellings on Green Belt land at West Byfleet, to 2026. It forecast a total of 404 additional trips generated by new development for the weekday AM peak hour (0800-0900). Whilst this was found to generate only a small change to the wider transport network, a number of junctions and sections of roads in Pyrford, West Byfleet, Mount Hermon and Maybury were forecast to experience the greatest increases in flow and vehicle delay as a result of new development. The 'hotspots' were either existing problem areas that would be further exacerbated by new development, or were new problem areas.
- 5.30 Further transport modelling³⁹ was subsequently conducted to identify potential mitigation measures focusing on the areas in the east of the Borough forecast to be most affected by the increased number of trips on the network caused by new development. In order to address the impacts identified on the areas of the network identified in previous assessments, it was decided that potential mitigation schemes needed to be identified along the A245 corridor. The following key locations were studied in further detail:

³⁷ According to timelines set out in Highway England's Delivery Plan 2020-2025 available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910866/5-year_Delivery_Plan_2020-2025_FINAL.pdf.

³⁸ SCC Green Belt Boundary Review Sensitivity Test Strategic Transport Assessment (January 2015)

³⁹ SCC Woking Local Plan Potential Mitigation Report (October 2017)



5.31 Table 10 below summarises the different elements that were modelled as part of the study, and their associated mitigation proposal. Full details of capacity improvements can be found in the 'associated annex' of the study itself.

Element	Mitigation description	Associated annex of study	Further actions identified in the study
Chertsey Road roundabout	Generate additional capacity by widening the carriageway on the roundabout to allow two vehicles to navigate the roundabout adjacent to one another	G	Further, more precise modelling of the effect of expanding the junction, to understand how altering the layout of the roundabout might improve traffic conditions. Model in ARCADY
Brooklands Road Roundabout (in Elmbridge borough)	'Keep Clear' box to improve southbound movement along Brooklands Road and reduce blocking on roundabout (as well as targeting delays further up the A245 eastbound to mitigate congestion on this section of the A245)	D	
A245 j/w B365 Seven Hills Road (in Elmbridge borough)	Mitigation Option 2 is preferred option - two left turn only lanes and rationalisation of signals from four stages to three to increase the green time to traffic	E	Implementation would require further detailed design. Compatible with Highways England proposals for M25 junction 10 / A3 interchange. The A245/ B365 Seven Hills Road junction scheme is being taken forward by Highways England as part of the M25 J10 scheme, due to be determined in November 2021.
A245 j/w Camphill Road	Full upgrade of signal equipment to a system that continually optimises the stage timings on street - likely	F	

	conversion to MOVA. Accompanied by on-street validation and monitoring of the site to ensure upgraded systems work efficiently.		
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Table 10: Mitigation Proposals on the A245 Corridor

- 5.32 The modelling Impacts identified on the A245 corridor are likely to require mitigation via 'hard' (e.g. engineering measures) or 'soft' (travel plan implementation encouraging travel by sustainable modes) measures, or a combination of both.
- 5.33 Key requirements of policies allocating land located in the Byfleets area require developers to conduct detailed Transport Assessments/Transport Statements and Travel Plans to further assess impacts on transport infrastructure and identify appropriate mitigation measures, taking the impacts of cumulative development planned in the area into account. Whilst the trip generation estimates used for the purposes of SCC's strategic transport modelling project can be taken into account, developers are expected to adopt and refine bespoke assumptions in their transport assessments, based on up-to-date circumstances at the time of preparing a planning application.
- 5.34 SCC have incorporated the mitigation schemes into the latest Forward Programme, and they are also reflected in the latest IDP Schedule in Chapter 3 of this report. Since the study was conducted, SCC have confirmed that the A245 / B365 Seven Hills Road junction is being taken forward as part of the M25 J10 scheme described in para 4.27above.
- 5.35 These mitigation options are in addition to the non-motorised user (NMU) mitigation measures identified in the Forward Programme, and those NMU measures arising from transport assessments conducted as part of the development management process when proposals come forward for consideration (in response to key requirements incorporated into site allocation policies). The Sustainable Transport section below provides a detailed update.

Delivery Update – Sustainable Transport Modes

- 5.36 The following section identifies progress with sustainable transport infrastructure projects described in the 2018 IDP – in particular, Woking's Sustainable Transport Package - and reports on newly identified schemes. Investment in cycling, pedestrian and bus infrastructure was identified in the 2018 IDP as essential in accommodating additional movement generated by substantial development growth. Since the last IDP review, substantial additional investment will be required in walking and cycling infrastructure to match the government's Gear Change agenda, keep pace with high levels of active travel investment elsewhere, and fulfil Woking's potential for many more journeys to be walked and cycled, with associate economic, health and environmental benefits.
- 5.37 Since the IDP was last reviewed, there has been a concerted effort to improve walking and cycling provision in the Town Centre, including the construction of the Bedser Bridge over the canal, public realm works in the High Street area, provision of Woking railway station's 'Cycle Hub', and new cycle connections being provided as part of the WITP outlined above. However, there are still substantial gaps in the coverage and quality of walking and cycling networks in Woking, if walking and cycling are to become the 'natural choice' for short journeys (and short parts of longer journeys) as per the Government's ambition.

Woking Sustainable Transport Package (WSTP) (£4.4m estimate) (incorporating previous plans cited in the 2018 IDP for a Woking Station Multimodal Transport Interchange Hub)

- 5.38 The WITP and Victoria Bridge Widening schemes outline above will improve walking and cycling routes in the Town Centre. The Woking Sustainable Transport Package (WSTP) complements the WITP, and aims to provide a sustainable transport package for walking and cycling infrastructure to support access to employment sites and to rail stations in Woking. By improving links between employment sites in the town centre and other employment areas such as Goldsworth Park, Sheerwater Business Park, Brooklands and Byfleet Industrial Estate, a more holistic use of the transport system will be made available, easing congestion on the road network and accommodating development growth.
- 5.39 The project will be delivered in phases, running from January 2019 to May 2021. The first phase is funded through a successful bid by Surrey County Council to Enterprise M3 LEP for £3m Local Grant Fund, together with additional funding from Woking Borough Council. This phase of the project will introduce enhanced provision for cyclists on two north-south routes through the town centre including a new bridge for pedestrians and cyclists over the canal adjacent to the existing Lockfield Drive highway bridge. Additionally it will provide some enhancements to public realm in Woking Town Centre to make walking a more attractive and convenient choice, and introduce enhanced infrastructure to support bus travel including redesigned and newly accessible bus stops, real-time passenger information screens and shelters, an enhanced interchange environment at Woking railway station and changes to the highway at locations where buses can experience delays. The project aims to encourage more people to travel by sustainable modes and thus reduce congestion, pollution and encourage more people to live healthier lifestyles.
- 5.40 The detailed schemes are:
- Victoria Way cycle scheme (estimated cost £512k)
 - Lockfield Drive new pedestrian and cycle bridge connecting the improved Victoria Way cycle and footway provision with the canal towpath from the west of the borough (estimated cost £800k)
 - Town Centre link from Chobham Road to Woking station (estimated cost £958k)
 - Western Quality Bus Corridor package (estimated cost £1.530m)
 - Woking rail station entrance scheme (estimated cost £600k)
- 5.41 The improvements to the interchange between train and bus on the north side of the railway station are being delivered as part of the WSTP, and are anticipated to include an enlarged station entrance, and improved waiting environment for passengers boarding buses on The Broadway.
- 5.42 As this scheme is designed to increase transport capacity to support development in the Town Centre, it is intended that Council's contribution towards the scheme (£1.4m) be funded through CIL and S106 developer contributions.

Other sustainable transport infrastructure schemes

- 5.43 Following the publication of Government's Cycling and Walking Investment Strategy in 2017⁴⁰, SCC and WBC have worked together to develop the Local Cycling and Walking Infrastructure Plan for Woking (LCWIP) (March 2020)⁴¹, which identifies how investment

⁴⁰ DfT Cycling and Walking Investment Strategy (2017):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918442/cycling-walking-investment-strategy.pdf

⁴¹ Woking Local Cycling and Walking Infrastructure Plan (February 2020):

<https://www.woking.gov.uk/sites/default/files/documents/Nature/Woking%20LCWIP%20-%20Draft.pdf>

might best be made to grow rates of walking and cycling in Woking. LCWIPs are a new approach, devised by the Department for Transport, to improve walking and cycling networks in local areas. Woking's LCWIP is one of the first in the UK.

5.44 The plan has been guided by SCC's agreed Cycling and Low Emissions Transport strategies, as well as Woking's Development Plan for the Borough. During its preparation, the plan evolved to reflect WBC development priorities and future strategic planning. The plan has identified a need to invest in the condition and quality of walking and cycling infrastructure to encourage more journeys to be made on foot or bike, and free up capacity on the road network. This investment will make cycling and walking more attractive, and play an important role in keeping people and freight moving despite substantial growth in new housing and business development.

5.45 The measures in the LCWIP are intended to build upon the WITP and WSTP infrastructure improvements, to reach more of Woking's neighbourhoods with better quality facilities, connecting them to the town centre and to each other. A number of priority walking and cycling routes have been identified where early investment has the greatest potential to increase rates of walking and cycling – these have been added to the latest Forward Programme, and to the IDP Schedule. In summary, they include:

Creating safe, convenient and convivial walking routes into town via:	Transformation (or introduction) of cycle facilities in line with best practice (e.g. Local Transport Note 1/20) on:
W3 Chertsey Road route, from Horsell Common to railway station	C1 Europa Trail – linking Woking Town Centre with Horsell High Street
W4 Maybury Road route	C3 Lockfield Drive route
W6 Maybury Hill route – canal to College Road section	C5 Saturn Trail on the canal towpath (Arthur's Bridge to Monument Road)
W9 White Rose Lane route – railway station to Woking College section, through Woking Park	C10 Ceres Trail from Woking to West Byfleet, through Sheerwater (The Broadway to Albert Drive)
W12 Horsell route – from High Street using footpaths by St Andrew's School and Horsell Common	C11 Deimos Trail, along Oriental Road (funding through WSTP Phase 2)

5.46 Maybury Road and Maybury Hill areas, and footpaths in the Horsell area, find themselves on the list for first-phase improvements in terms of both walking and cycling. In these areas, it will be particularly important for proposed improvements to give both walkers and cyclists the facilities they need, with complimentary rather than conflicting improvements. SCC will seek to establish a new project to deliver coordinated improvements to the priority walking and cycling routes (with the exception of C11 Deimos Trail, which is expected to be improved as part of the emerging Woking Sustainable Transport Package Phase 2 project), and explore options for how such a project could be funded.

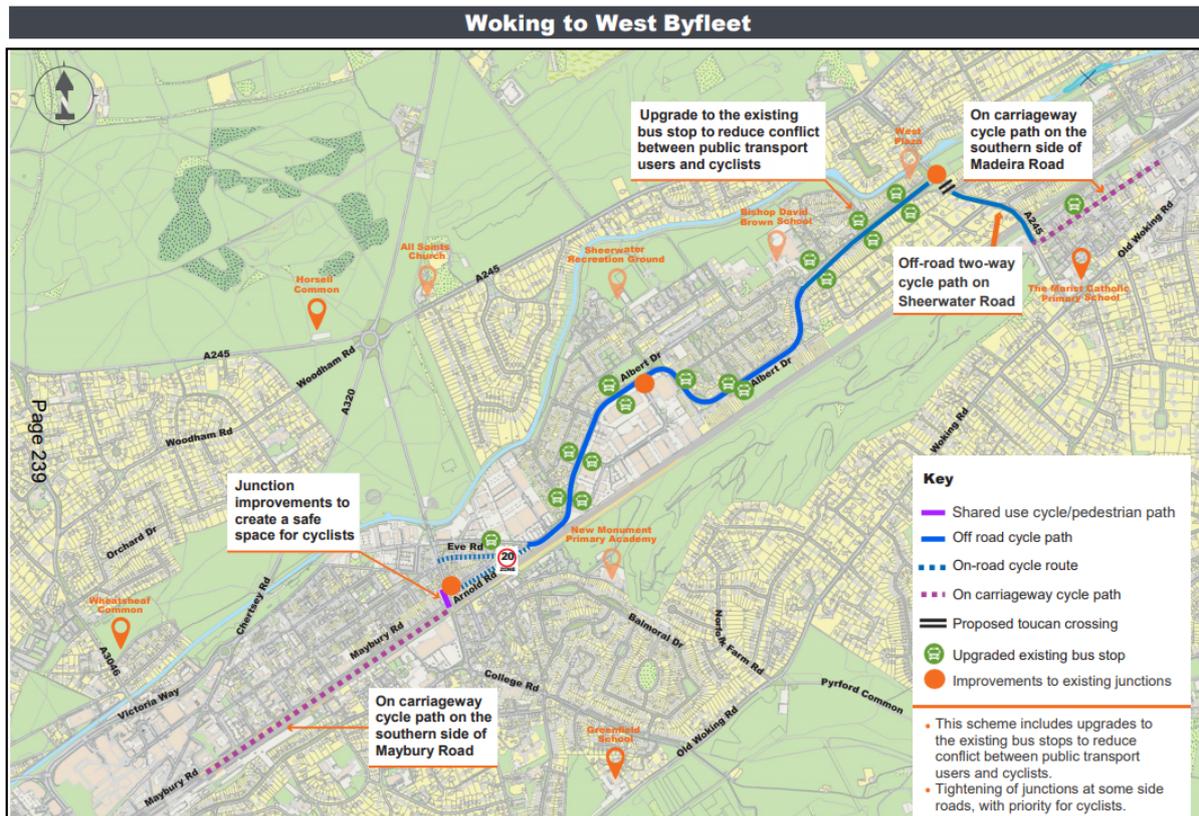
5.47 Most recently, in response to the coronavirus pandemic, the Department for Transport announced a £250m emergency funding package to support active travel (the 'Active Travel Fund'). On 13 November 2020 it was announced⁴² that Surrey had been allocated £6.446m to carry out a phase of works for a number of active travel schemes. The bid submitted to the DfT⁴³ recognises Woking's plans for future growth, with distinct areas expected to be affected by additional trips generated by development, particularly Woking Town Centre and West Byfleet. One of the nine proposed schemes includes the development of significant cycling improvements to the Woking to West Byfleet corridor (via Madeira Road), as identified in the Woking LCWIP. The project would result

⁴² Active travel fund: final allocations (13 November 2020): <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations>

⁴³ Active Travel Fund Tranche 2 Funding Bid, including Woking to West Byfleet Concept Plan: <https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/surreycovidnortheast/200715%20T2%20Proforma%20-%20SCC%20FINAL%20SUBMISSION.pdf>

in a continuous cycle route between Woking and West Byfleet including cycle segregation and some shorter sections of shared cycle/footway path. The proposals will also improve connections to Sheerwater and Maybury Estates, identified as Priority Places in the Core Strategy; as well as support trips to West Byfleet and Woking rail stations from both the residential and employment areas which lie in between the two stations. SCC is currently consulting with a range of key stakeholders with a view to ranking the schemes in order of priority, followed by detailed design and completion by April 2022.

Figure 5: Woking to West Byfleet active travel infrastructure proposals (Source: SCC Active Travel Programme, March 2021)



5.48 Those schemes that are unsuccessful in being prioritised for delivery will remain on the Forward Programme for future funding opportunities and reviewed through the LCWIP programme.

5.49 As well as identified priority routes, the Forward Programme includes a suite of targeted improvements at various locations across the Borough as identified by audits implemented during the LCWIP preparation. SCC aims to work with WBC to implement these as development comes forward.

5.50 Typical improvement measures include:

Walking	Cycling
<ul style="list-style-type: none"> Introducing new footways and paths, where these are observed to be missing Re-surfacing footways and paths, and improving drainage where needed Widening footways and paths where there is the opportunity to do so, particularly at 'pinch point' locations where the path narrows Installing new or upgraded crossings, or relocating crossings to better suit pedestrian desire lines 	<ul style="list-style-type: none"> High-quality cycle facilities to enable safer cycling along busier routes and to key destinations; Opportunities for cycling in parks and along river tow paths to link key destinations; Encouraging bicycles and cars to use different routes by closing roads to through-traffic where there is a suitable alternative route; Lowering speed limits on roads with low traffic volumes, so cyclists can share the carriageway;

<ul style="list-style-type: none"> • Making it easier for pedestrians to cross at road junctions, for instance by using refuge islands to reduce crossing distance and tightening corner radii to slow traffic at these safety critical locations • Installing or modernising accessibility features, such as dropped kerbs and tactile paving • Introducing places of interest and places to shelter and rest along routes, to encourage more people to spend time on the route, increasing the number of 'eyes on the street' and thereby personal security • Installing traffic calming features and/or reviewing the speed limit on local streets • Removing, relocating or upgrading street furniture and boundary markers which are damaged, obstructive or overbearing • Installing CCTV and/or lighting for security and reassurance, particularly after dark • Upgrading bus stops where shelters or poles are damaged, or where there is not enough width for pedestrians to pass waiting bus passengers • Reviewing traffic light timings to give pedestrians time to cross, and reduce waiting times where practical • Relocating parking, or introducing parking restrictions • Separating walkers and cyclists at conflict locations • Introducing improved wayfinding • Introducing hazard signage 	<ul style="list-style-type: none"> • Priority for bicycles going straight on over side roads; • Priority for bicycles at difficult junctions e.g. an advanced green light for cyclists or an all-cycle green phase, with cycle movements permitted; • Permit and facilitate cycle movements in all directions at junctions; • Traffic calming measures such as removing centre markings and reducing the width of the carriageway; • Increasing cycle-permeability of town centres e.g. through segregated contra flow cycling along one-way streets; • Toucan crossings which accommodate cyclists as well as pedestrians; • Providing of cycle parking at key locations such as town centres and schools; • Consideration of residential cycle storage solutions e.g. for people living in flats or without a shed or garage; • Comprehensive route signing to encourage cyclists to use the most appropriate streets; • Advance information and diversions for cyclists around road works; • Resurfacing facilities used by cyclists where needed.
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5.51 The LCWIP and Forward Programme will provide SCC with the basis for funding bids to support investment in cycling and walking infrastructure. Potential funding sources include through developer contributions in the form of CIL or planning obligations where the improvement measures can address traffic impacts of development coming forward.

5.52 In addition to the LCWIP schemes, SCC has been engaged at key stages of the SA DPD preparation process to identify potential walking and cycling improvements within and in the vicinity of proposed sites. Areas identified for potential improvement were subsequently highlighted within key requirements of the relevant site allocations policy, to be further assessed as part of the Transport Assessment submitted with a planning application.

Delivery Update – Rail Infrastructure

5.53 The 2018 IDP identified quality and capacity issues with the present rail infrastructure. Pre-pandemic, Woking continued to be one of the busiest rail stations on the South Western Main Line corridor, with 7.4m station entries and exits in 2019/20 (down from 7.7m in 2018/19). The main driver of demand for rail travel in Woking is for commuting for work, with a significant majority of passengers boarding at Woking being destined for London. Woking was found to be the fifth busiest station in the south east region in 2019/20, with London Waterloo continuing to be the busiest station in the UK⁴⁴.

⁴⁴ Office of Rail and Road estimates of station usage, available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

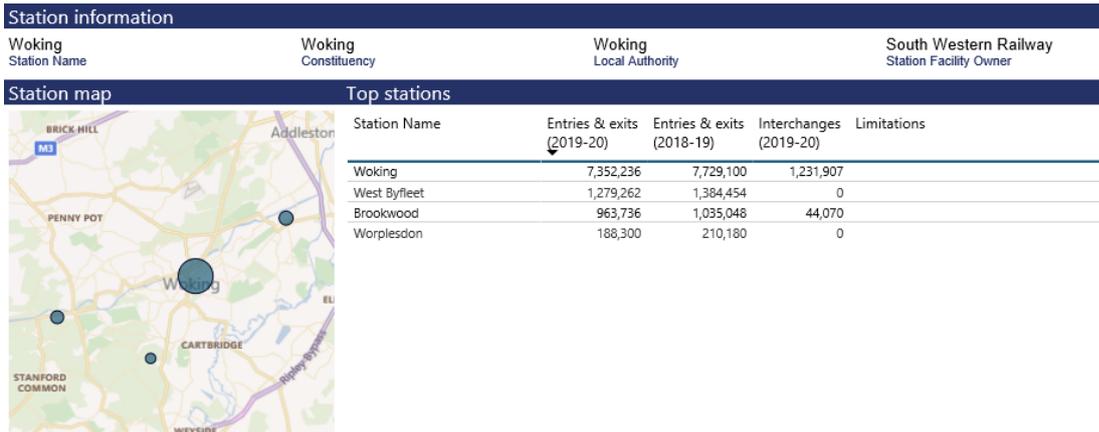


Figure 6: Office of Rail and Road estimations of station usage in Woking borough (website accessed February 2021)

5.54 Reductions in usage during 2019/20 at Woking station are attributed to engineering works and strike action towards the end of 2019, and national restrictions on travel towards the end of March 2020 due to COVID-19 lockdown restrictions. COVID-19 has seen passenger demand drop by over 90% across Surrey’s rail network (see Figure 7).

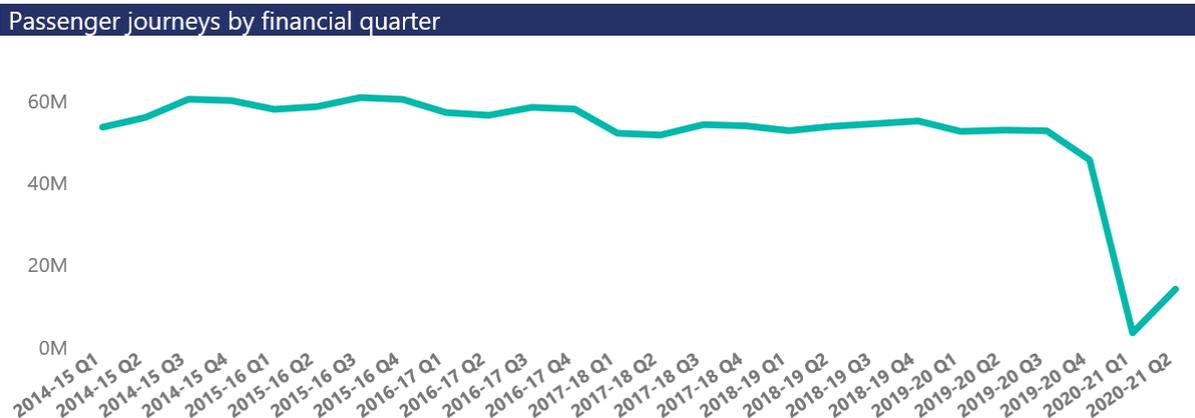


Figure 7: South Western Railway passenger journeys by financial year (source: Office of Road and Rail website, accessed February 2021)

5.55 These challenges are recognised in Surrey’s new Rail Strategy⁴⁵, commissioned by SCC in April 2020. It demonstrates how commuter patterns were already changing before the pandemic, as rail commuters were increasingly taking fewer trips per week with a growing likelihood that many workers will now work remotely and not return to commuting five days a week⁴⁶. As well as having profound impacts on demand for rail travel, COVID-19 may also impact the financing of railway infrastructure, with government investment constrained (£1bn was removed from the Network Rail CP6 budget in the November spending review).

5.56 The pandemic represents a very uncertain planning and operating environment, and Network Rail has begun to review and amend its business plans accordingly (to accommodate changes in passenger numbers, travel patterns and social distancing requirements). Focus may now shift away from delivering a large increase in capacity to meet growth in commuter demand, towards delivering improved reliability and flexibility. This could include new ticketing models for example, which are better suited to

⁴⁵ Draft available at: <https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=77778>

⁴⁶ Transport Focus ‘Travel during Covid-19’ (February 2021), available at: <https://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2021/02/12115246/Travel-during-Covid-19-survey-12-February-2021.pdf>

passenger needs and new work patterns, accompanied with a greater focus on service quality and reliability.

5.57 In the meantime, the Council continues to work with infrastructure providers to deliver transport infrastructure priorities to meet needs in Woking. Additional development planned for the town and district centres of Woking will generate extra patronage at rail stations across the Borough. This would primarily arise at Woking railway station, but also at West Byfleet station and to a lesser extent, Brookwood station. The following section provides an update on planned improvements to railway infrastructure that focus on:

- Network Infrastructure: upgrades to existing infrastructure which increase capacity and improve reliability; and
- Stations and access: interventions and policies which improve the accessibility of the railway and the stations on the network.

5.58 In addition to these schemes, rail operators aim to improve passenger experience through changes which impact how the railway is operated to encourage better services and how journeys are paid for, for example, through integration of bus and rail ticketing or comprehensive smart ticketing.

Network Infrastructure

5.59 The 2018 IDP points to the Wessex Route Study, published in 2015, which details the investment strategy for meeting future growth and demand on the railways in the period to 2043. In March 2019, the Wessex Route Strategic Plan⁴⁷ was published, detailing the investment strategy for operations, maintenance and renewals in Control Period 6 (CP6) for the period 2019 to 2024, and looks ahead to CP7 (2025-2029). In the short-term it may be that there is less need for congestion relief schemes, and the government is currently reviewing its transport investments in light of the economic and transport changes. However, in the long-term there is a significant probability that demand will return and if investments in capacity are not made that crowding and reliability issues return⁴⁸.

5.60 The key infrastructure interventions for Woking, led by Network Rail and include:

- **Woking Area Capacity Enhancement, including Woking Flyover (grade separation) and new Platform 6** – this is a scheme that is in development which will unlock the capacity constraint through Woking to enable the operation of additional services required for future demand provision. In March 2018, the Government introduced a new 'pipeline approach' to Rail Enhancements – a rolling programme of investment in five defined stages. Underpinning this new process will be the need for projects to demonstrate a robust business case as they progress through development to delivery; value for money, affordability and deliverability will always be key considerations in deciding which enhancements to progress. In October 2019, the DfT published its Autumn 2019 update⁴⁹ to provide an update to stakeholders on schemes which are progressing through the governance process. 'Woking Capacity Enhancement' – to facilitate an increase in the main line capacity, enabling up to 11 trains per hour at Woking high peak time – appears under

⁴⁷ Network Rail 'Route Strategic Plan: Wessex Route' (March 2019), available at:

<https://www.networkrail.co.uk/wp-content/uploads/2019/06/Route-Strategic-Plan-Wessex.pdf>

⁴⁸ Arup and SCC 'A New Rail Strategy for Surrey' (March 2021)

⁴⁹ Department for Transport 'Rail Network Enhancements Pipeline Autumn 2019 Schemes Update' (October 2019), available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953967/rail-network-enhancements-pipeline-document.pdf

'Decision to Develop', where the project has progressed through the first development stage and is now working towards a single viable option to construct an Outline Business Case. The next step is 'Decision to Design' – the Outline Business Case will inform the decision to design a project and prepare it for a 'Decision to Deliver' (referred to by Network Rail as a Final Investment Decision), and finally, 'Acceptance' and deployment. The timescale is delivery by April 2024, with Network Rail as the lead delivery organisation.

- **Digital Railway** – this relates to the implementation of digital signalling technology on the South West Main Line between Woking and London Waterloo to accommodate extra capacity, improve performance and reduce headways. This offers capacity improvements sooner and at lower cost than conventional only enhancements – on the South West Main Line, it is anticipated that an additional four trains per hour for the three-hour peak could be delivered, totalling 30 trains per hour (assuming Woking Area Capacity Enhancements are delivered). The aim is that by 2029 (end of CP7), digital railway will operate on around 50% of the Wessex network, including all inner main and suburban lines, up to Woking, and by 2034 (end of CP8) on around 96% of the network. Lead delivery organisation is Network Rail.
- **Crossrail 2** – this is a proposed scheme to provide a cross London link between SW and NE London. In combination with other measures, the scheme would remove the capacity constraint on the South West Main Line between Surbiton and Waterloo and allow for an additional 13 trains per hour peak services forecast to be required by 2043. Schemes to provide grade separation at Woking Junction and an additional platform at Woking Station will also be required. Work was underway to prepare for the submission of a Hybrid Bill to Parliament in 2021, with construction starting in 2024, and funding made available by Transport for London and DfT. However, as part of TfL's emergency funding settlement, work on progressing Crossrail 2 towards a Hybrid Bill has been paused. The land continues to be safeguarded for the scheme's route from future developments, allowing the scheme to be revisited in the future.

5.61 Woking Borough Council and Surrey County Council continues to engage with the rail industry to support delivery of CP6 improvement schemes on the South West Main Line, in line with the Wessex Route Study and Strategic Plan. The New Rail Strategy for Surrey does not include Crossrail 2 as it is unlikely to be operational even in the long term. The marginal increases in capacity brought about by the SWML network interventions would therefore become even more significant in the absence of any major capacity increase brought about by Crossrail 2.

5.62 Network infrastructure enhancement projects will be funded and delivered separately on a rolling basis with the Department for Transport and third-party investors. The Woking Area Capacity Enhancement will be key to unlocking future main line capacity across the wider Wessex network. This will impact the ability to operate additional London-bound services as and when they are required, for example those at Brookwood and West Byfleet stations.

Stations and access to the rail network

5.63 Significant projected development in Woking Town Centre has justified the use of developer contributions to fund significant improvements to Woking railway station. Preceding sections have described how the Council, in partnership with SCC and Network Rail, have been working on the Victoria Arch widening scheme after being awarded HIF funding. Network Rail is responsible for the replacement of the Victoria Arch bridge, which as part of the wider scheme will contribute towards improving infrastructure capacity along the A320 - a critical arterial road through Woking. A

detailed Network Rail governance arrangement is in place, to minimise and mitigate the risks associated with delivery projects on an operational railway. The 'Governance for Railway Investment Projects (GRIP)' process is formed of a number of stages that must be worked through to ensure that any planned project delivery is as robust as possible (there is no direct relationship between GRIP and the Rail Network Enhancements Pipeline described above).

- 5.64 In March 2018, Network Rail was commissioned to undertake a detailed examination of bridge replacement options, funded by a LEP contribution of £523,000 and the Surrey Business Rates Pilot (£132,192). After shortlisting three options, Network Rail entered GRIP 3 – developing the three options to the point where one could be selected for detailed design and delivery. At the time of writing, Network Rail has entered GRIP 4 – 'single option development', where outline designs are being produced. Total project costs for this element of the scheme amount to £48.190m.

Table 11: The eight stages of the GRIP process for Victoria Arch bridge replacement

Initiate		Choose Option	Design		Build	Close	
GRIP 1 Output Definition	GRIP 2 Project Feasibility	GRIP 3 Option Selection	GRIP 4 Single Option Development	GRIP 5 Detailed Design	GRIP 6 Construction Test & Commission	GRIP 7 Scheme Handback	GRIP 8 Project Closeout
£0.555m		£1.136m	£3.488m	£5.818m	£37.143m	£0.025m	£0.025m
Completed		Completed June 2020	Commenced July 2020, complete by September 2021	Complete bridge replacement works by April 2023			

- 5.65 Network Rail are reviewing their approach to projects and intend to replace the GRIP process with Projects Accelerated in a Controlled Environment (PACE), designed to deliver projects more quickly, at lower cost, and at higher quality. WBC will continue to work with Network Rail to confirm the most appropriate governance and assurance framework for its projects.
- 5.66 Network Rail welcomes Woking's commitment to the safeguarding of land at Woking Railway Station for essential infrastructure improvements (site allocation reference UA7). The Council will continue to work with both Network Rail and SCC to develop plans for a solution which integrates the northern entrance into the town centre, and provides an enhanced gateway for the town. Station improvements have already progressed with new cycling facilities which, prior to COVID-19, had significant usage.
- 5.67 Whilst new development in West Byfleet and Brookwood may result in increased patronage at their respective railway stations, Network Rail have not indicated that improved facilities at these stations would be required in order to accommodate growth. However, this will continue to be monitored, and Network Rail will be engaged in the development management process as development proposals come forward.
- 5.68 Whilst infrastructure improvements at the stations themselves may not be necessary, the Local Cycling and Walking Infrastructure Plan (LCWIP) has identified a number of improvements that can be made to the transport links between settlements and stations. At Woking's suburban stations there are significant opportunities to improve active transport integration to local housing. The new cycle lane identified in the LCWIP runs close to West Byfleet station on Madeira Road and will better protect cyclists on Maybury Road on the approach to Woking from the east (see Figure 5 above). The areas of the network identified for improvement – including those to and from railway stations - have

been included on an up-to-date Forward Programme of schemes and reflected in the updated IDP Schedule in Chapter 3.

5.69 Several SA DPD allocations are in locations where development may have an impact on the operation of the railway network. Sites allocated adjacent to railway land and infrastructure include:

- 1-12 High Street and 26-34 Commercial Way (UA4)
- Forsyth Road Industrial Estate (UA27)
- Car Park (East), Oriental Road (UA32)
- Camphill Tip, Camphill Road (UA40)
- Car park to the east of Enterprise House, West Byfleet (UA41)
- Camphill Club and Scout Hut, West Byfleet (UA43)
- Land south of Brookwood Lye Road, Brookwood (GB1)
- Brookwood Cemetery, Brookwood (GB3)
- Nursery land adjacent to Egley Road, Mayford (GU7).

5.70 Network Rail has not raised any objection to these sites, but requests that future developers engage with Network Rail's Asset Protection Wessex team as soon as possible to ensure that any proposed development does not have a detrimental impact on the safety and operation of the railway network. Developers will need to consider Network Rail's standard guidelines and requirements⁵⁰ when developing sites located adjacent or in close proximity to railway infrastructure.

Funding and Delivery

5.71 Transport network capacity to be achieved through significant modal shift is critical to ensuring development potential can be realised in a sustainable way. All sites will need to ensure that they secure appropriate quality walking and cycling infrastructure integration as well as on/through site provision. Key requirements have been incorporated into site allocation policies seeking appropriate transport assessment and travel planning, as well as seeking a design which will secure good cycling and walking infrastructure, permeability and connectivity, in line with Core Strategy, county and national planning policies.

5.72 Transport infrastructure improvements will be funded and delivered by a variety of different mechanisms, including through the provider themselves or through developer contributions secured through the planning process. The IDP Schedule in Chapter 3 reflects schemes included in SCC's Forward Programme which accompanies its Transport Strategy, which support growth in the Borough.

5.73 Where contributions are secured to mitigate the impact of new development upon County Council transport infrastructure and services, SCC will use the approach set out in its Developer Contribution Guide (November 2020)⁵¹, under section 4 'Highways and Transportation'. The Guide also sets out how the County Council delivers small-scale local highways schemes through the neighbourhood portion of CIL collected, such as vehicle activated speed signs. SCC will continue to work with Neighbourhood Forums and other groups on smaller highway or rights of way schemes that have been prioritised locally.

⁵⁰ Network Rail's suite of relevant standards are available here: <https://www.networkrail.co.uk/industry-and-commercial/third-party-investors/downloads-for-third-parties/>

⁵¹ Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf

6. Flood Alleviation Infrastructure

Summary of 2018 IDP

6.1 A summary of the 2018 IDP is provided below.

Overview

- Flood risk in Woking is the responsibility of all Flood Risk Management Authorities, including SCC as Lead Local Flood Authority (LLFA); the Environment Agency (EA); Woking Borough Council (WBC) and private organisations. The EA has strategic oversight for national flood risk management and manages all main rivers, and SCC has responsibility for managing the risk of flooding from ordinary watercourses, surface water and ground water. WBC also deals with local flooding issues, having the same responsibilities over ordinary watercourses, and acts as Local Planning Authority – with a need to consider the impact new developments will have on flooding, and to listen to the advice provided by the LLFA concerning surface water drainage proposals for major developments. Water companies are responsible for managing their water and sewerage systems. The Surrey Flood Risk Partnership Board (SFRPB) is a local partnership of all organisations with a role to play in flood risk management.
- The Council is working in partnership with organisations such as the EA to deliver a programme of projects and investment over the lifetime of the Core Strategy to reduce pluvial and fluvial flood risk to existing and future communities in the Borough – as identified in the Strategic Flood Risk Assessment (2015) - including the Hoe Valley Restoration Scheme, Old Woking Flood Alleviation and Environmental Enhancement Scheme, Byfleet Flood Alleviation Scheme, Sutton Green Flood Alleviation Scheme and the Rainwater Garden Project.
- Flood alleviation schemes would be prioritised in the areas of greatest need due to limited sources of funding. Developer contributions could subsidise public sources of funding, but specific schemes had not been identified for consideration on the Regulations 123 List for CIL allocation.
- New development heightens the need to ensure that local drainage solutions are sustainable and do not increase the risk of flooding. The Site Allocations DPD was based on a sequential, risk-based approach to the location of development, taking into account the current and future impacts of climate change – sites in lower risk flood zones were prioritised over those exposed to a higher risk of flooding. Requirements were included within a minority of site allocations directing development away from small parts of the site falling within flood zones 2 and 3. This was conducted with involvement of the Environment Agency, who were satisfied that the sequential testing of sites met all necessary requirements.
- All sites were assessed by the Environment Agency and SCC as LLFA to identify potential impacts on flood risk, groundwater vulnerability, biodiversity, designated habitats and waterway contamination. This led to the incorporation of key requirements in site allocation policies setting out conditions for the need to conduct further investigation into soil and groundwater contamination, groundwater depth, flood risk, and surface water and wetspot flood risks.

Updated position

6.2 This section has been informed by written feedback from the infrastructure leads, supplemented by the following sources of information:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representations in response to Regulation 19 Consultation, December 2018

The Surrey County Council Developer Contribution Guide, November 2020, available at: https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf
Environment Agency Representation in response to Regulation 19 Consultation (December 2018) and Main Modifications Consultation (November 2020)
Environment Agency correspondence and Statement of Common Ground (October 2019), available at: https://www.woking2027.info/allocations/sadpdxam/socgea
Surrey County Council SuDS Design Guidance (July 2019) and SuDS pro-forma template, available at: https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice
Woking Borough Council Flood risk engineering team engagement
Surrey Local Flood Risk Management Strategy, 2017, available at: https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/surrey-local-flood-risk-management-strategy
Planning practice guidance, Flood risk and coastal change, available at: https://www.gov.uk/guidance/flood-risk-and-coastal-change
Woking Borough Council Advice Note supporting the provision of a Surface Water Drainage Statement, available at: https://www.woking.gov.uk/sites/default/files/sudsadvice.pdf
Environment Agency flood risk datasets, accessed via Woking MapViewer (internal Geographical Information System)
Environment Agency's Sanway-Byfleet Flood Alleviation Scheme Website, available at: https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/
Environment Agency Flood risk assessments: climate change allowances guidance (February 2016, updated July 2020), available at: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

Planned Provision – Delivery Update

- 6.3 The Council continues to work with its partners to improve flood resistance and resilience in the Borough. Activities can take many forms from large-scale flood alleviation projects, to smaller-scale interventions that reduce the risk of flooding, whilst implementing a rolling programme of ordinary watercourse/ditch infrastructure maintenance. Capital investment in these schemes are supported by site-specific infrastructure requirements to reduce the risk of flooding, such as sustained drainage systems.
- 6.4 Since the 2018 IDP, the following progress has been achieved with flood alleviation projects:
- **Sutton Green Flood Alleviation Scheme** – construction for additional storage along the existing highways drainage network started towards the end of 2020 and was completed in early 2021, at a cost of £234k. The increased channel capacity has served to protected 22 homes from a 1 in 100 year surface water flood event.
 - **Rainwater Garden Pilot Project** – a lack of capacity within the highway gullies and main surface water sewer caused rainwater to surcharge out of the drainage system in the Maybury and Sheerwater area in May 2016, after an extreme 1 in 30 rainfall event. The urban nature of these areas has led to an increase in impermeable area, and therefore a decrease in areas where water can naturally drain away. Rainwater gardens are landscaped areas designed to intercept and attenuate surface water runoff from impervious surfaces, thereby reducing the rate at which runoff enters the surface water drainage system. They can be installed in an abundance of highway verges present within the urbanised area, and increase the capacity of these verges to help protect properties within the wider catchment area from surface water flooding (see Figure X below, where the main areas at risk of flooding in the catchment area are located within Maybury, Sheerwater and West Byfleet). Two rainwater gardens have now been installed in the Sheerwater/Maybury pilot area to address surface water flooding in the Rive Ditch catchment area. The first, in Blackdown Close, is now fully established and being monitored for effectiveness. Detailed design is underway for other sites in the pilot area, including Albert Drive (East), East Hill, Link Way, and

Princess Road. Phase 2 of the project comprises retrofitting a second, more extensive tranche of rainwater gardens within the wider Rive Ditch catchment area, and is dependent on a successful funding bid to the Environment Agency, as well as on positive performance and maintenance monitoring of the pilot schemes. Suitable sites are identified on an ongoing basis.

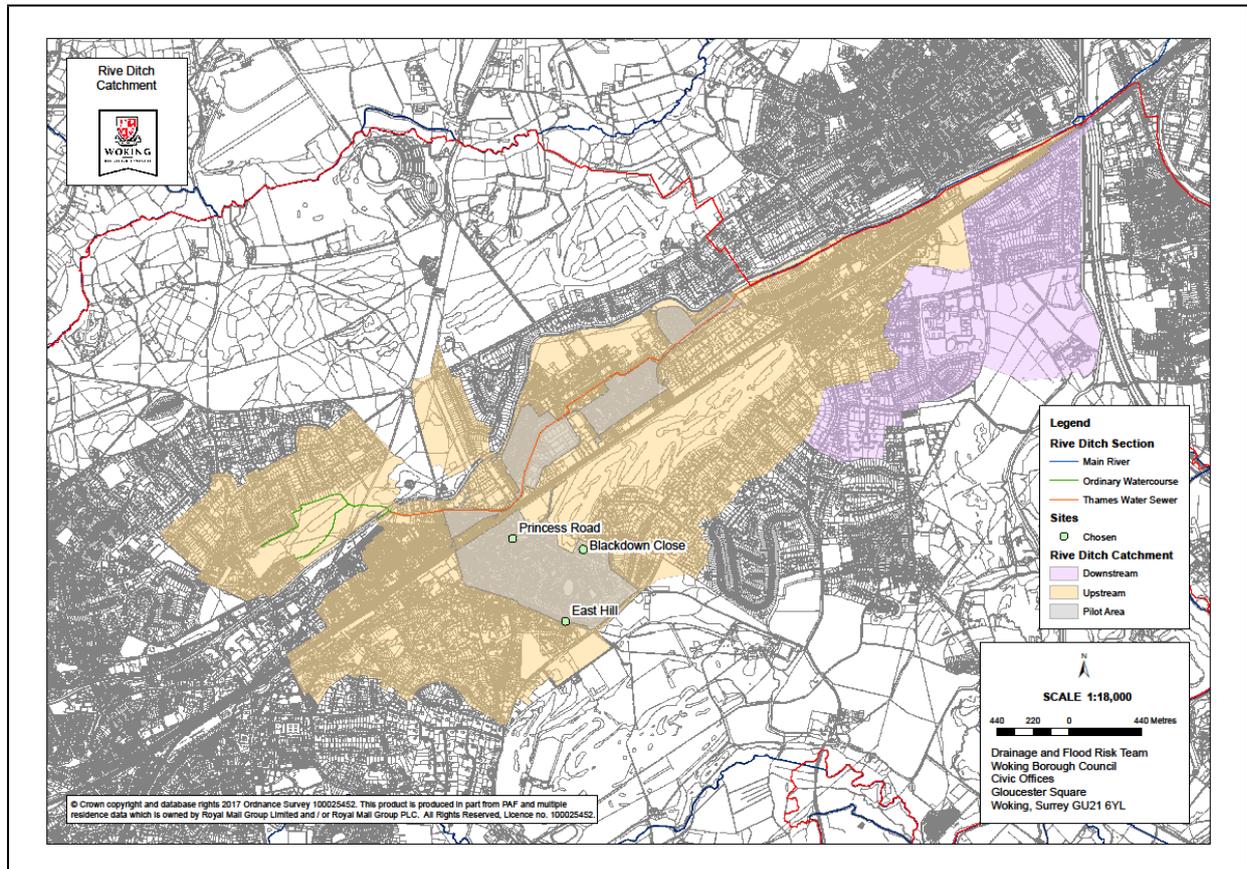


Figure 8: Outline of the Rive Ditch, its catchment and the Rainwater Garden Pilot Area (Phase 1)

- Sanway-Byfleet Flood Alleviation Scheme:** the Byfleet area continues to be impacted by flooding, with the most recent being in February 2020. The Sanway-Byfleet FAS is being led by the EA, in partnership with WBC, Surrey Wildlife Trust, SCC, Byfleet Flood Forum and the local community, and will reduce flooding for up to 153 properties from a 1 in 100 year flood event, taking climate change into account. The proposed scheme is to provide protection in the Sanway area of Byfleet through a combination of flood embankments and flood walls as well as multiple environmental enhancements within the River Wey and the Broad Ditch. The EA has produced an outline design for the scheme (see Figure 9) as part of the 'options appraisal' stage, subject to public consultation in Spring 2021. The extent of the project includes land allocated for Suitable Alternative Natural Greenspace (site reference GB12). Detailed design on a preferred option is expected to be completed in 2022, with construction beginning in 2022/23 and completion by Autumn 2024, subject to funding. Based on current information, it is anticipated that the cost of the scheme will be £12-16m, with a mix of funding from central government, Thames Regional Flood and Coastal Committee, local councils and further contributions. Sufficient funds have to be secured before detailed design and construction can be developed. In addition, WBC continues to explore further flood alleviation options further north, around Parvis Road.

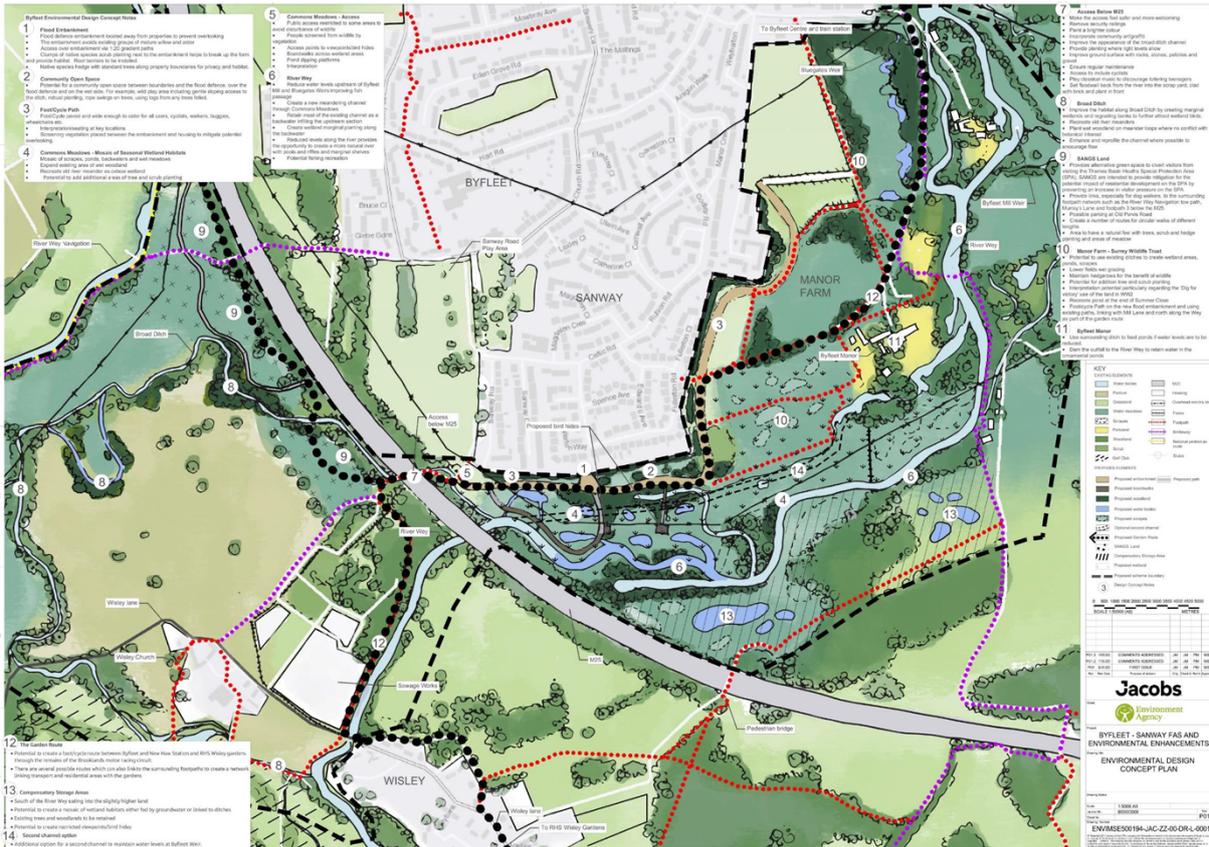


Figure 9: Environment Agency's Outline Design for Sanway-Byfleet FAS (2021)

- **Hoe Stream River Restoration:** modelling has been updated to account for updated climate change allowances, and improved understanding of the hydrology of the Hoe Valley River. Various options are now being assessed for the proposed scheme, including a phased approach, with reduced funding for specific phases as and when they become available. The approximate cost of the scheme is £10m, including future maintenance allowances.
- **Old Woking Flood Alleviation and Enhancement Scheme:** following an unsuccessful Heritage Lottery Fund bid, there is no progress to report due to prioritisation of other projects. Estimated cost for the scheme is £10m with initial options being investigated from 2020/21.
- **Horsell Common Flood Alleviation Project:** a joint project with Surrey County Council, focusing on the Rive ditch which flows through Horsell and is then culverted underneath Maybury and Sheerwater and then opens up again in West Byfleet (see Figure 8 above). The scheme proposes to create flood storage within the Horsell Common area to reduce the amount and the speed of flow of water that enters the Thames Water sewer system that flows underneath Maybury and Sheerwater. This system is prone to flooding in heavy rainfall and reducing the amount of water within the system should significantly reduce the flood risk. Currently in the design phase, but funding has been secured by Surrey County Council and delivery is expected in Summer 2021. The proposal also incorporates an extension to the existing SANG in the area.
- **Brookwood Farm SANG Flood Alleviation Scheme:** in order to meet the necessary SANG standards, WBC has initiated a project to reduce flood risk at the site. Flood risk modelling has been completed, and masterplanning is now underway. Delivery is expected in 2022.

New Development and Sustainable Drainage Infrastructure

- 6.5 In addition to these infrastructure schemes, developers of sites identified in the Site Allocations DPD, and other sites coming forward in the Borough (as considered necessary) will be required to fund suitable measures to minimise surface water run-off produced from their development proposals. Measures should incorporate Sustainable Drainage Systems (SUDS) unless they can be demonstrated to be inappropriate.
- 6.6 Having prioritised sites for allocation for future development located within a lower risk flood zone over those exposed to a higher risk of flooding (see paragraph 14.28 of the 2018 IDP), WBC has continued to engage with the EA, SCC, Thames Water and internal drainage and flood risk engineers to refine the requirements at particular sites allocated in the SA DPD, with reference to up-to-date flood maps. The following measures have been agreed:
- where a small portion of a site lies within Flood Zone 1, a sequential approach should apply to the layout of development on the site;
 - where a site lies in a high risk groundwater vulnerability zone and/or contains a principal aquifer, a site-specific Flood Risk Assessment must be submitted in accordance with policy CS9 of the Core Strategy;
 - where existing surface water flooding incidents have been recorded in the area, or where major development is proposed, a surface water drainage strategy must be submitted – on greenfield sites, proposals should aim to reduce the risk to equal (or better) the greenfield runoff rate;
 - where Flood Risk Assessments are required, they should take into account the most up to date climate change projections and the EA's latest guidance on Climate Change⁵²;
 - where current or historical contaminative uses may have led to soil and groundwater contamination, further investigation and remediation may be necessary pending detailed proposals and consultation with Environmental Health and the Environment Agency;
 - where sites are in proximity to the River Wey, a minimum 10m undeveloped ecological corridor alongside it to be protected from development and proposals are to enhance the ecological value of the river corridor and be agreed with the EA;
 - where constraints have been identified, early engagement is required with the statutory water and sewerage undertaker regarding the management of waste water and surface water runoff.
- 6.7 These requirements will help ensure development is delivered in accordance with Core Strategy Policy CS9: *Flooding and water management* and its supporting SUDS guidance⁵³. SCC has also produced comprehensive guidance on how to meet national standards for sustainable drainage, what evidence developers need to provide, and what SCC's standard conditions may be. A SuDS pro-forma template is also available to assist with planning application submissions⁵⁴.
- 6.8 Drainage infrastructure must manage all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency access/egress and ensure adequate connectivity. The drainage scheme must be designed to:

⁵² Available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

⁵³ SuDS Guidance includes the Model Surface Water Drainage Statement and SuDS Advice Note, available at: <https://www.woking.gov.uk/requirements-suds>

⁵⁴ Surrey County Council Guide to Sustainable Drainage in Planning (July 2019) and SuDS pro-forma template available at: <https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice>

- protect people and property on the development site from flooding;
- prevent increases in flood risk outside of the development in any part of the catchment, either upstream or downstream;
- where possible mimic natural flow routes and maintain existing hydrological catchments; and
- provide a sustainable drainage systems approach, using, where possible, an above ground, gravity drained and multifunctional approach.

6.9 Since the 2018 IDP was published, SCC's Flood Risk and Network Resilience Team conducted a surface water risk review for each of the allocated sites, and identified potential surface water issues which will need to be managed when development comes forward. The review has informed the key requirements included in each site allocation policy, to ensure effective management of flooding and surface water run-off is achieved. The Environment Agency has also provided further feedback to help refine key requirements to better address flood risk, groundwater quality and contamination, and biodiversity and nature conservation. And finally, Thames Water has provided further feedback on wastewater network capacity and its ability to support the demand anticipated from development at each site. The resulting detailed key requirements for each allocated site are set out in Appendix 1.

6.10 In addition to development coming forward being subject to flooding and water management requirements of the Core Strategy and Development Management Policies DPD, all new development proposals must comply with the approved Land Drainage Byelaws which came into operation in Woking on 27 April 2019⁵⁵. The byelaws apply to any watercourse that is not designated as a 'main river' by the Environment Agency. Where a proposal concerns land adjacent to or containing a watercourse, information should be provided with the application to demonstrate the byelaws have been met. Appendix 1 indicates the allocated sites which may be affected by the presence of such watercourses in the Borough. However, this is for illustrative purposes only and further investigation will be required by developers of all sites coming forward.

Funding and Delivery

6.11 Flood alleviation infrastructure is primarily funded by the EA through flood defence grant in aid from central government via Defra. Public/private contributions are also sought for most flood alleviation schemes. In general, where there are large numbers of properties at risk and the benefits of the scheme outweigh the costs, schemes are likely to be fully funded through Grant in Aid funding from central government via Defra to the Environment Agency. Where there are lower numbers of properties at risk and the benefits do not significantly outweigh the costs, schemes may be part grant funded, but the shortfall will need to be met from other sources. The impact of the COVID crisis on the Council's finances may limit its ability to finance larger-scale flood alleviation projects in the timescales envisaged. However, the projects have the support of the Council and implementation will take place as soon as resources are available. In the short-term, approval of funding may be delayed until the full impacts of COVID-19 are better known. In the meantime, opportunities for grants and partnership contributions continue to be explored to facilitate delivery.

6.12 Flood risk management infrastructure is also required to support new development, and developers will be expected to deliver solutions where required such that development does not exacerbate risk elsewhere. All development allocated in the SA DPD for

⁵⁵ Land Drainage Byelaws Guidance Note available at: <https://www.woking.gov.uk/sites/default/files/documents/environmentalservices/Byelaws%20Guidance%20Document.pdf>

residential uses will be expected to have sustainable drainage systems for the management of surface water run-off, unless demonstrated to be inappropriate, as they are anticipated to yield more than 10 dwellings; and sites allocated for non-residential uses where the floorspace to be created by the development is more than 1,000sqm or more, or is carried out on a site of 1ha or more, will also be expected to have sustainable drainage systems. The Council will ensure these are delivered to the required standards through the use of planning conditions or planning obligations, with clear arrangements in place for ongoing maintenance over the lifetime of development.

- 6.13 The IDP Schedule in Chapter 3 has been updated to reflect the latest schemes and known sources of funding.

7. Healthcare

Summary of 2018 IDP

7.1 A summary of the 2018 IDP is provided below.

Overview

- Healthcare services in Surrey are delivered by a number of Clinical Commissioning Groups (CCGs) who are members of the Surrey Heartlands sustainability and transformation partnership. Future health needs are assessed by the CCGs and Surrey County Council's Health and Wellbeing Board.
- Primary healthcare services are delivered by a range of independent contractors, including general practitioners, opticians, pharmacists, optometrists, speech and other therapists, community nurses, health visitors and community midwives, and dentists.
- General Practice (GP) list sizes vary widely, but the average practice list size in the Borough is 8,645, which is above the national average of 7,685, but similar to the average Surrey Heartlands area list size. Overall, there is little spare capacity within GP practices currently, but this varied across the Borough, with some areas experiencing over- or under-provision.
- Housing growth would give rise to the need for approximately 4 FTE additional GPs to 2027. Taking the proposed spatial distribution of development into account, it is possible that certain 'hotspots' of need may arise in the areas of Sheerwater, West Byfleet, Byfleet and Pyrford, and the Town Centre.
- Growing demand is generally met through extending/refurbishing/reconfiguring existing facilities to house a wider range of health staff, including GPs, nurses and clinical pharmacists (the preferred option); or building entirely new health centres of a sustainable size, whilst closing unsuitable facilities. NHS England advises that it is more cost effective and less complex to deliver extensions to existing primary health centres than to commission and build new ones. The preference is to have land contributed by developers of major sites, ideally with a new building provided, than simply receiving a financial contribution or revenue funding.
- Future GP infrastructure requirements may differ to those of the past, with moves towards working together in larger 'hubs' or networks, with greater collaboration across practices and services.
- Potential locations for new primary healthcare provision include the Sheerwater Regeneration scheme, and new floorspace as part of the Victoria Square development in the Town Centre.

Updated position

7.2 This section has been informed by the following sources of information:

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Coplug Ltd for Surrey Heartlands ICS, 'Woking Planning Report', May 2021
Surrey Heartlands Health and Care Partnership Integrated Care System Strategy , September 2019
North West Surrey CCG Annual Report and Accounts 2019/20
Surrey Pharmaceutical Needs Assessment: Supplementary Statement, March 2021, available at: Item 10 - Surrey PNA - Supplementary Statement March 2021 - Annex 1.pdf (surreycc.gov.uk)
NHS Improvement, 'Securing Section 106 and community infrastructure levy funds – a guide' (September 2018), available at: Section 106 final draft.pdf (improvement.nhs.uk)
NHS England (2019) Putting Health into Place: Principles 9-10 Develop and Provide Health Care Services
Feedback from meetings and correspondence with healthcare providers, including Surrey Heartlands CCG, Primary Care Network leads and Practice Managers
Surrey Health and Wellbeing Strategy 2020: https://www.healthysurrey.org.uk/about/strategy
Draft Woking Health and Wellbeing Strategy (unpublished)

NHS Long Term Plan July 2019: https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/
Department of Health, Health Building Note 11-01: Facilities for primary and community care services, 2013
NHS Guildford and Waverley CCG, North and West Guildford Primary Care Site Feasibility Study, October 2019
Public Health England, Health Impact Assessment in Spatial Planning: a guide for local authority public health and planning teams, October 2020, available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf
Correspondence with neighbouring authorities regarding healthcare infrastructure assessment
Meetings and correspondence with North West Surrey Alliance partners, including Primary Care Network leads.
NHS Digital Data, available at: https://digital.nhs.uk/

Delivery Update – Service Transformation

- 7.3 Since the publication of the 2018 IDP, there have been significant challenges facing the health and care system, resulting in ongoing changes to the organisation and management of healthcare provision. The NHS Long Term Plan⁵⁶, published in January 2019, sets an expectation for health and care partners to work more collaboratively across local systems and, as far as possible, across local authority areas, taking collective responsibility for the areas they serve. As a result, from 1 April 2020, Surrey Heartlands CCG was formed as a new commissioning organisation following the merger of four previous CCGs in Surrey, including North West Surrey CCG. CCGs are responsible for commissioning, or ‘buying’, healthcare services for their local population, such as community, mental health and hospital services.
- 7.4 This new way of working was supported by further development of Integrated Care Partnerships (ICPs), which are groups of local health and care organisations, including borough councils such as Woking, and voluntary/community sector members, working across local geographies to ensure the more effective provision of services. North West Surrey Integrated Care Partnership (NWSICP), which includes Woking, is one of four such ICPs across Surrey Heartlands.
- 7.5 The Council is currently working collaboratively with other Voluntary, Community and Faith sectors within the NWSICP to prepare a Health and Wellbeing Strategy, in parallel with the development of the Council’s Housing Strategy, which will look at innovative ways in which to access health and care services that can be improved in a sustainable way in the future. One programme of work will look at the renewal of the physical estate as well as a programme of service transformation, developing new business models that are joined-up across partners. A key element of the work will develop a new operating model for Ashford and St Peters Hospital, redistributing services from acute sites to community contexts. Progress is being made on a number of fronts including the relocation of some physio services into Woking Leisure Centre, providing residents with greater access to these services.
- 7.6 The NWSICP will be reviewing how and where care services are accessed, looking at opportunities for service clusters in the community, as well as remote and virtual services. All of these changes should enable and encourage people and communities to manage their own health and care better through ‘thriving community networks’, or new centres for the community.
- 7.7 The outbreak of COVID-19 has also led to unprecedented changes in the work and behaviour of GP practices and consequently any assumptions used in the past may have been impacted.

⁵⁶ The NHS Long Term Plan, January 2019, available at: <https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/>

7.8 Major changes are also underway as a result of the General Practice Forward View. The new GP contract came into effect on 1st April 2019⁵⁷, and was updated in February 2020⁵⁸ to help secure additional staff and improve access for patients. It is a five-year contract and has some significant changes to its predecessor. Changes pertinent to this IDP include:

- **Overall additional funding in excess of £2.8bn** over a five-year period, £1bn to GP practices and £1.8bn to support the formation of primary care networks nationally.
- **Creation of a new Primary Care Network (PCN)**, built up over the five years of the contract. Network funding will be delivered through a Directed Enhanced Service (DES).
- **Additional workforce** - linked funding through Primary Care Network. Networks will receive 100% recurrent funding to employ social prescribers and 70% funding for clinical pharmacists in 2019/20. In future years they will receive 70% funding for physiotherapists and physician associates (from 2020/21) and paramedics (from 2021/22) as they are introduced.
- **Resources for IT and digital**, including greater digital access for patients (such as online and video consultation systems, triage mechanisms and symptom checkers for patients) by April 2021. Digital delivery can offer flexible working for GPs and contribute to securing additional doctors working in general practice.

7.9 PCNs are groups of GP practices with combined populations of c.30,000 – 50,000, expanding access to primary care and developing networks of staff from different sectors e.g. clinical pharmacists and social prescribers. There are 9 PCNs within NWSICP, including the following 4 PCNs which serve residents of Woking:

- **West Byfleet:** Parishes Bridge, Wey Family Practice, Madeira Medical;
- **Woking Wise 1:** St John's & Greenfield (The Family Practice), Chobham & West End, Pirbright Surgery, College Road;
- **Woking Wise 2:** Hillview Medical Centre, Maybury Surgery, Southview Surgery, Sunnymeed Surgery;
- **Woking Wise 3:** Heathcot Medical Practice, Goldsworth Medical Practice, Sheerwater Medical Practice.

7.10 PCNs form a key building block of the NHS long term plan. Bringing general practices together to work at scale has been a policy priority for some years for a number of reasons, including improving the ability of practices to recruit and retain staff; to manage financial and estates pressures; to provide a wider range of services to patients and to more easily integrate with the wider health and care system. The primary care estate will need to be developed to facilitate the new ways of working stemming from the GP contract. This means providing appropriate fit for purpose accommodation, sized to meet anticipated demand and flexible in design so that it is adaptable to accommodate changes as they emerge.

7.11 This period of significant transformation makes it challenging to assess the capacity of existing healthcare infrastructure and determine how the estate will be impacted by new development. The NWSICP is currently reviewing how its existing estate is used and how it might be reconfigured to accommodate the additional workforce and new ways of working, such as through remote and virtual services.

⁵⁷ BMA and NHS England, January 2019, Investment and evolution: A five-year framework for GP contract reform to implement The NHS Long Term Plan: <https://www.england.nhs.uk/publication/gp-contract-five-year-framework/>

⁵⁸ BMA and NHS England, February 2020, Update to the GP contract agreement 2020/21 – 2023/24: <https://www.england.nhs.uk/wp-content/uploads/2020/03/update-to-the-gp-contract-agreement-v2-updated.pdf>

Existing GP Practice Capacity

- 7.12 Table 12 provides an up-to-date overview of the general practices serving patients in Woking, and an indication of spare capacity using traditional benchmarks (1 FTE GP: 1800 patients). The number of GP practices serving Woking has remained the same since the 2018 IDP was published, although Greenfield Surgery in Old Woking has merged with Sunny Mead Surgery, with Greenfield Surgery remaining in situ as a branch surgery. The Sheerwater Health Centre figures should be interpreted with care as the regeneration scheme has led to a temporary reduction in patients registered at this surgery. Patient list size has fluctuated since 2018, with around half of the surgeries experiencing a moderate increase in patients, and half experiencing a moderate decrease in patients.
- 7.13 Surgeries experiencing very high patient to GP ratios (above 2,500 patients per GP), include The Practice, College Road Surgery; Maybury Surgery; Heathcot Medical Practice; Wey Family Practice; and Parishes Bridge Medical Practice. All but three practices have higher patient to GP ratios than the national average of 1,721.
- 7.14 Surgeries have been grouped by PCN to demonstrate wider network capacity. Each of the Primary Care Networks in Table 11 falls within the 'hub' indicative figure of 30,000-50,000 patients, reflecting NHS England's drive for general practices to increasingly operate at a larger scale and collaboratively, and using a broader skill mix.
- 7.15 The benchmark figure of 1 FTE GP per 1800 patients (a British Medical Association standard historically used in healthcare planning) is a crude indication of GP practice capacity as it doesn't fully take into account healthcare needs, a shift towards a more multi-disciplinary workforce involving other healthcare professionals, and a change in how services are delivered across a network of GP practices⁵⁹. Nevertheless, it is considered that a ratio higher than the benchmark figure does indicate that there is little or no capacity to accommodate the demand generated by new development.
- 7.16 The figures in the table show that there are local variations in general practice capacity, with some areas of the Borough experiencing very high ratios and little capacity to accommodate additional housing growth. These findings will need to be revisited once the NWSICP completes its review of how the existing estate can be used more effectively to accommodate the additional workforce, the changing nature of services and new ways of working.

⁵⁹ NHS England does not provide an official recommendation of how many patients a GP should have because the demand each patient places on their GP is different depending on factors such as age, and deprivation and disease prevalence of where the patient lives. Investment in other clinical staff is also important: nurses, pharmacists, physiotherapists etc. can free up capacity in general practice.

PCN Name	General Practice Name	2018 DATA: No. of registered patients ⁶⁰	2018 DATA: Average no. patients per GP	TOTAL GP FTE ⁶¹ (2020)	1800 patients: FTE GP ratio	No. of registered patients (2020)	Average no. patients per GP (2020)	Indicative Spare Capacity
Woking Wise 1	The Practice, College Road Surgery, 4-6 College Road, Woking GU22 8BT	3355	5592	1.6	2880	3261	2,028	0
	Chobham and West End Medical Practice, 16 Windsor Road, Chobham, Woking GU24 8NA	-	-	4.9	8820	11848	2418	0
	The Family Practice, St John's Health Centre, Hermitage Road, Woking GU21 8TD	12153	1979	6.24	11232	11458	1836	0
	Pirbright Surgery, The Old Vicarage, The Green, Pirbright GU24 0JE	3722	1525	2.65	4770	4159	1569	+611
Combined patient population 30726								
Woking Wise 2	Maybury Surgery, Alpha Road, Woking GU22 8HF	2308	2308	1	1800	3301	3301	0
	Sunny Meed Surgery, 15/17 Heathside Road, Woking GU22 7EY (includes Goldsworth Park Health Centre branch surgery, Denton Way, GU21 3LQ and Greenfield branch surgery, 177 High Street, Old Woking, GU22 9JH)	9524	1559	5.47	9846	11418* [includes Greenfield patients]	2087	0
	Southview Medical Practice (includes Southview Surgery, Guildford Road, GU22 7RR; and Westfield Surgery, Holmes Close, Westfield, GU22 9LU)	9996	2040	4.81	8658	10801	2246	0
	Hillview Medical Practice, Heathside Road, Woking GU22 7QP (branch surgery at Goldsworth Park Health Centre, Denon Way GU21 3LQ)	13672	2707	8.21	14778	14779	1800	0
Combined patient population 40299								
Woking Wise 3	Goldsworth Medical Practice, York House Medical Centre, Heathside Road, Woking GU22 7XL (main surgery; branch surgery at Goldsworth Park Health Centre, Denton Way GU21 3LQ)	12561	3049	5.89	10602	12401	2105	0
	Heathcot Medical Practice, York House Medical Centre (main surgery), Woking GU22 7XL (includes Knaphill Branch, The Vyne, GU21 2DN; and Brewery Road Surgery, Horsell, GU21 4NA)	18619	2619	6.94	12492	19426	2799	0
	Sheerwater Health Centre, Devonshire Avenue, Woking GU21 5QJ	3208	1550	2.39	4302	2799	1171	+1503
Combined patient population 34626								
West Byfleet	Wey Family Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10435	2467	4.45	8010	11405	2563	0
	Madeira Medical (formerly Dr Lynch & Partners), West Byfleet Health Centre,	8668	1657	4.18	7524	8667	2073	0

⁶⁰ Extracted from NHS Digital data available on NHS Choices website, accurate as on May 2017

⁶¹ Extracted from NHS Digital Data 'General Practice Workforce 31 December 2020' (Published February 2021)

	Madeira Road, West Byfleet KT14 6DJH							
	Parishes Bridge Medical Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10698	2046	3.12	5616	9975	3197	0
Combined patient population 30047								
Surgeries outside Woking with potential to meet demand	Ottersaw Surgery, 3 Bousley Rise, Ottershaw, Chertsey KT16 0JX	-	-	3.53	6354	5578	1579	+776
TOTALS				65.38	117684	141276	2283	2890

Table 12: GP Workforce and Number of Patients at GP Surgeries serving Woking, January 2021

7.17 There are several projects underway to improve capacity and reduce pressure on healthcare facilities across the Borough:

- The Heathcot Medical Practice at The Vyne Centre for the Community, in Knaphill, has secured planning permission for a new single-storey extension to provide 4no. new consulting and examination rooms; 1no. new treatment room; sub-waiting area for this new accommodation; and new patient and staff toilets. The extension will allow minor re-configurations within the existing building to increase the capacity for patient record storage and staff rest areas. The net additional 123sqm of floorspace will increase capacity by 5 FTE clinical staff for primary medical care within the local area in light of future proposed housing developments that would increase patient numbers, including that at allocated sites in Brookwood.
- Sheerwater Community Campus: in order to increase the capacity of healthcare infrastructure to accommodate growth as part of the Sheerwater Regeneration Scheme, and to some extent growth in the Town Centre and West Byfleet, the Council is working with healthcare providers and local community groups to deliver a community and healthcare hub. Proposals include 312sq.m of new health centre floorspace (a net increase of 158sq.m). To maximise the opportunities of co-location, the layout includes an internal link to the new community centre to promote collaboration between services and sharing of facilities. A separate dental practice of 132sq.m has been located in close proximity to the health centre, along with 97sq.m of A1-A5 use floorspace intended for pharmacy provision. The first 'purple' phase of the wider scheme commenced in July 2020. The target completion date is July 2025, with the existing GP practice due to move to a new site in 2023.
- The Victoria Square development in the Town Centre includes approximately 600sqm of new medical floorspace to meet demand arising from housing growth in the Town Centre. WBC is working with healthcare providers to explore the best use of the floorspace. The new development is scheduled to open in November 2021.

7.18 In order to improve GP surgery capacity, healthcare providers first seek to maximise the use of existing surgeries, through extending the surgery or through their reconfiguration, refurbishment and re-equipping. Many of the existing GP surgeries within Woking are of modest size, and are either conversions or dated, purpose-built premises. Issues around loss of parking and site constraints often limit the potential to extend existing surgeries. An alternative approach is to find opportunities to remodel interiors to house a wider range of health staff including GPs, nurses and clinical pharmacists; and to use under-utilised space. Historically in primary care, the working day has been based around each consulting room. Each GP has been allocated their own room, in which they undertake both clinical and administrative duties. This has resulted in a poor use of clinical space. The implementation of the new workforce model and new ways of working has significantly reduced the requirement for clinical rooms. Healthcare providers are currently reviewing how existing clinical space across Woking can be used more effectively, and identifying suitable office floorspace where the workforce can conduct administrative duties.

Demand arising from planned development

- 7.19 New models of healthcare provision have commanded a new approach towards identifying healthcare needs arising from planned development, as it is clear that the solution to meet needs is not simply to increase the number of FTE GPs and associated surgery floorspace.
- 7.20 Surrey Heartlands ICS has commissioned Coplug Ltd to develop a new analytics tool for use by Surrey Councils based upon the London Healthy Urban Development Unit planning contributions model. The tool uses a range of up-to-date assumptions to assess the health service requirements and cost impacts of new residential development. WBC has supplied indicative yields and housing trajectories from the draft SA DPD to calculate:
- the estimated net increase in population, by age band, resulting from new development;
 - primary healthcare needs (GPs and community health facilities);
 - hospital beds and floorspace requirements;
 - capital and revenue cost impacts.
- 7.21 The model is in a pilot phase of development, and there is scope for the assumptions used to be further refined as well as new assumptions to be fed into the model as the nature of development coming forward – including the characteristics of the new population – becomes clearer. The outputs presented below therefore provide a broad assessment of new health infrastructure requirements to meet indicative yields in the draft SA DPD, and will need to be refined at development management stage taking into account the proposed yields, housing mix, uses and phasing of delivery.
- 7.22 Growth areas which would exert pressure on existing healthcare infrastructure were identified to include the Town Centre, Sheerwater and West Byfleet (spanning Canalside, Mount Hermon and Byfleet and West Byfleet wards). Housing sites in the SA DPD were mapped and graded based on the proposed number of units. Net population gain for each area was calculated, grouped into age band, and healthcare outputs were then calculated as presented in Tables 13 to 15 below.

Town Centre Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.10 Beds	4.11	22,748
Acute non-elective inpatient needs	2.04 Beds	98.25	526,836
Acute day case needs	0.52 Beds	24.96	138,999
Total Acute Needs	2.66 Beds	127.32	688,583
Mental healthcare provision			
Mental health needs	1.25 Beds	61.25	338,925
Intermediate healthcare provision			
Intermediate needs	0.67 Beds	43.55	208,091
Intermediate Day needs	0.93 Spaces	48.36	231,466
Total Intermediate Needs		91.91	439,557
Primary healthcare provision			
GP and Primary Care Services	1.52 Clinical Rooms	133.76	628,211
TOTAL		633.47	2,095,277

Table 12: Town Centre healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

Sheerwater Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.05 Beds	2.10	11,378
Acute non-elective inpatient needs	1.27 Beds	60.48	326,337
Acute day case needs	0.26 Beds	12.48	67,405
Total Acute Needs	1.58 Beds	75.06	405,120
Mental healthcare provision			
Mental health needs	0.55 Beds	26.95	144,778
Intermediate healthcare provision			
Intermediate needs	0.26 Beds	16.90	77,306
Intermediate Day needs	0.35 Spaces	18.20	83,225
Total Intermediate Needs		35.10	160,561
Primary healthcare provision			
GP and Primary Care Services	0.70 Clinical Rooms	61.60	281,146
TOTAL		308.87	991,604

Table 14: Sheerwater healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

Byfleet & West Byfleet Outputs to 2027	Healthcare outputs	Floorspace outputs (sqm)	Capital cost outputs (£s)
Acute healthcare provision			
Acute elective inpatient needs	0.06 Beds	3.45	18,490
Acute non-elective inpatient needs	2.16 Beds	103.9	547,207
Acute day case needs	0.41 Beds	19.68	105,695
Total Acute Needs	2.63 Beds	127.03	671,392
Mental healthcare provision			
Mental health needs	0.79 Beds	38.71	206,778
Intermediate healthcare provision			
Intermediate needs	0.36 Beds	23.4	109,674
Intermediate Day needs	0.49 Spaces	25.48	119,595
Total Intermediate Needs		48.88	229,269
Primary healthcare provision			
GP and Primary Care Services	1.14 Clinical Rooms	100.32	455,627
TOTAL		490.85	1,563,068

Table 13: Byfleet & West Byfleet healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

7.23 The calculations take into account the advanced planning status of site allocation reference UA40 (land at Station Approach, including Sheer House) and GB10 (land at Broadoaks), and the specialist accommodation being delivered on these sites which may yield patients requiring more clinical intervention than young families. The calculations exclude proposed traveller units at site allocation GB9A – further refinement of the assumptions would be required early in the development management stage.

Funding and Delivery

7.24 To meet the healthcare needs of the Borough arising from housing growth to 2027, infrastructure projects will constitute:

- Expansion/reconfiguration of existing healthcare facilities where it is feasible to do so (including acute and mental healthcare facilities located outside the borough but

- which serve patients in Woking). Projects identified to date include the expansion of Heathcot Medication Practice surgery at The Vyne, Knaphill;
- New healthcare floorspace which is modern and flexible enough to support the implementation of a new workforce model and new ways of working. Projects identified to date include:
 - Sheerwater Health and Wellbeing Community Campus;
 - New medical floorspace as part of the Victoria Square redevelopment.
- 7.25 The indicative healthcare floorspace requirements identified in the IDP Schedule will need to be further refined early in the development management stage once the nature of development coming forward on sites becomes clearer. Developers should conduct healthcare impact assessments drawing on the information provided in this IDP, and on early consultation with WBC and healthcare providers.
- 7.26 Requests for STP/ICS capital funding are far outstripping the available funds. STP/ICS capital is likely to remain constrained going forward. Capital is usually allocated through a bidding process, and this can add delay to the project with no guarantee of success. The COVID-19 response is also expected to have a material impact on capital plans, priorities and levels of expenditure, although capital requirements agreed as part of COVID-19 costs will be funded on top of funding allocations.
- 7.27 Private sector investment is a common method of procuring primary care premises. This is usually achieved through a third-party development route. The investment company will purchase any required land, fund the building of the new facility and recover their investment through rental payments over a 20–25-year lease agreement.
- 7.28 Local authority finance is an option, either provided as a loan or invested in the property as a third-party developer. Local authorities are able to borrow from the Public Works Loan and Board (PWLB) at favourable rates.
- 7.29 Developer contributions can contribute towards the capital funding of healthcare infrastructure projects required to support growth over the plan period. However, other NHS resources would need to be identified to fund the ongoing revenue costs. Section 106 agreements can be negotiated for projects which meet the three tests set out in paragraph 56 of the NPPF and CIL Regulation 122: the project is necessary to make the development acceptable in planning terms; it is directly related to the development; and it is fairly and reasonably related in scale and kind to the development. In this respect, the Council will expect the relevant healthcare provider to provide evidence of the infrastructure to which any financial contribution would be applied to ensure it meets these tests.
- 7.30 CIL funds can be used to fund health and social care facilities and do not have to directly relate to the development in question, but can be used across the community as a whole. This IDP review demonstrates that housing development will place additional strain on healthcare facilities, and WBC will continue to work with the CCG to identify specific projects to be considered for prioritisation under the CIL allocation process. It is anticipated that any physical provision of primary healthcare facilities or land for such facilities will continue to be sought through Section 106 agreements and planning conditions.
- 7.31 The IDP Schedule in Chapter 3 has been updated to reflect the latest schemes and known sources of funding.

Pharmacy Capacity and Demand Update

7.32 The 2021 Supplementary Statement for the Pharmaceutical Needs Assessment (PNA) has been prepared by the Public Health team and SCC with input from the districts and boroughs, in collaboration with the PNA Steering Group on behalf of the Surrey Health and Wellbeing Board. The statement serves as an update to the 2018 PNA and the 2020 PNA Supplementary Statement. The information within the latest statement relates to changes in demand for pharmacy services based on population projections for Surrey, including Woking. Changes in service coverage are also assessed via a provisional analysis of the impact of pharmacy closures, relocations, and mergers that took place over 2020, as well as the risks to service provision caused by Covid-19, and Brexit Agreement impacts via disruption to supply and oversight.

7.33 Table 16 below shows the number of pharmacies per 100,000 people in Surrey, with Woking demonstrating a rate of 15 pharmacies per 100,000 people – just below the County average of 17.

Area	All Community Pharmacies ¹⁰	Population ¹¹	2020 Rate of pharmacies per 100,000 people	2018 rate of pharmacies per 100,000 people
England (2019)	11,700	66,796,800	18	21
Surrey County	204	1,196,236	17	18
Elmbridge	30	136,795	22	24
Epsom & Ewell	11	80,627	14	18
Guildford	18	148,998	12	14
Mole Valley	15	87,245	17	16
Reigate & Banstead	26	148,748	17	19
Runnymede	12	89,424	13	15
Spelthorne	21	99,844	21	23
Surrey Heath	18	89,305	20	18
Tandridge	14	88,129	16	16
Waverley	25	126,328	20	20
Woking	15	100,793	15	15

Table 16: The number of pharmacies per 100,000 people in Surrey. Source: PNA 2021 Supplementary Statement

7.34 Community pharmacies which closed in Woking were found to be located close to alternative sites (such as the Boots Chemist closure in West Byfleet, which is now only served by Cohens in West Byfleet Health Centre).

7.35 Pharmacy relocations included that of Boots the Chemists from Bandstand Mall to the new and expansive premises at Victoria Place, with two consultation rooms, resulting in an expanded service in the Town Centre.

7.36 Having assessed planned housing development across Surrey to 2030, including housing developments planned in Woking, the assessment has not identified any major changes to demography or infrastructure that is likely to affect the level of demand for pharmaceutical services. This includes for the districts and boroughs where there are plans for the highest number of additional dwellings – Guildford, Mole Valley and Epsom and Ewell. Large proposed housing developments are considered to be those delivering greater than 1,500 houses. There are no such relatively large housing developments in Woking proposed in the SA DPD, individually or cumulatively within the growth areas.

7.37 The supplementary statement concludes that at the present stage of development and planning, additional pharmacies are not required. This decision was taken in recognition of the increasing role of online services and telephone consultations. The Government

has committed to ensuring that technology can transform the supply of medicines and the delivery of pharmaceutical services. This will include exploring means to improve the efficiency of dispensing to free up the capacity of pharmacists.

- 7.38 However, it has been agreed by the PNA Steering Group that an in-depth assessment into the impact of these trends will be undertaken as part of the complete 2022 PNA, for example the risks for individuals who are more isolated, less mobile and/or digitally aware. The 2022 PNA will also conduct a more in-depth review at the district and borough level, taking into account the timeline for proposed large housing developments. WBC will continue to engage with the Public Health team at SCC for their 2022 review to ensure cumulative levels of housing growth at certain locations across the Borough are taken into account, such as that in the Town Centre, South of the Town Centre, and West Byfleet area.

Appendix 1: Surface Water Risk Review and Drainage Infrastructure Requirements

Drainage infrastructure requirements will be funded by S106 agreement or by planning condition.

Draft Site Allocations DPD sites (Proposed Modified Version – November 2020)						
Site Ref	Site address	Indicative Yield	Surface Water Risk	Wetspots	Ordinary watercourse within or adjacent to site?	Drainage infrastructure requirements included in site allocation policy
UA1	Library, 71 High Road, Byfleet, KT14 7QN	12 dwellings + library	None	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 1 and 2 and high risk groundwater vulnerability zone. Sequential approach to layout of development. Surface Water Drainage Statement.
UA2	Trizancia House & Woodstead House, 72 Chertsey Road, GU21 5BJ	50 dwellings +4000sqm net office	Small patches of risk during 1 in 1000 events. Risk of 1 in 30 on neighbouring site at Chester House to the east. 1 in 100 on Chertsey Road and on slip road off A320 to the north.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA3	Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ	14 dwellings +1000sqm net office	Large part of the site (25%) at risk from 1 in 30 event. Chertsey Road to the east is predicted to flood during 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA4	1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN	149 dwellings + 1600sqm net office + retail	Small patch at risk from 1 in 1000. Commercial Way is predicted to flood at 1 in 100 event at the junction with Chapel Street.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA5	The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS	94 dwellings + 1000sqm net office	Risk from 1 in 1000 in the centre.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA6	2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW	50 dwellings + 400sqm net office + retail	Small area at risk from 1 in 1000 on site. Risk from 1 in 100 event to the north.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement – upgrades to existing drainage likely to be required. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface

						water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA7	Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE	Essential infrastructure	Small patches of SW risk through the site but no major flow routes. Guildford Road under the railway shows risk during 1 in 30 events. Small low points across the site showing risk during 1 in 30 events will need to be considered.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA8	The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ	43 dwellings	Risk from a 1 in 30 event to west of site on Poole Road	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA9	113-129 Goldsworth Road, Woking, GU21 6LR	55 dwellings + reprovision of office	Risk from 1 in 100 events on 5% of the site and on Wilbury Road, Vale Farm Road and Goldsworth Road. 60% of the site at risk during 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA10	MVA and Select House, Victoria Way, Woking, GU21 6DD	16,719sqm net office	Risk from 1 in 1000 events on Victoria Way and Church Street West	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA11	1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ	55 dwellings + 1200sqm net office + retail	Goldsworth Road to the south at risk from a 1 in 30 event	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA12	Synergy House, 8 Church Street West, Woking, GU21 6DJ	900sqm net office	Church Street West is at risk from a 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA13	30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT	125 dwellings + 1500sqm net office + community uses + retail	Risk of 1 in 1000 on the site. To the north and east of the site Goldsworth Road and Victoria Arch at risk from 1 in 30 events.	Historic Wetspot to the north of the site on Goldsworth Road		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA14	Poole Road Industrial Estate, Woking, GU21 6EE	40,742sqm net office / warehousing + energy station	Cherry Street poses a SW risk during 1 in 30 events. Poole Road to the north west shows a risk at 1 in 100 events.	Historic wetspot in the middle of the site		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage

		Possible element of residential		on Cherry Street.		Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
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	67 dwellings + re-provision of community and office uses	North eastern corner along Church Street East and Chertsey Road is at risk to a 1 in 30 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA16	Chertsey House, 61 Chertsey Road, Woking, GU21 5BN	740sqm net office	Chertsey Road at risk from flooding during 1 in 30 events and 1 in 100 along whole western boundary. A small section of the site is also at predicted risk during 1 in 1000 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA17	Griffin House, West Street, Woking, GU21 6BS	1000sqm net office	Predicted risk during 1 in 1000 event on West Street and Christchurch Way.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA18	Concorde House, 165 Church Street East, Woking, GU21 6HJ	800sqm net office	Small areas at risk from 1 in 1000 events on the site. Church Street East to the south is predicted to flood during 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement.
UA19	Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ	67 dwellings	1 in 100 risk on Horsell Moor and Lockfield Drive to north and south respectively. Small part of the site (5%) at risk from 1 in 1000.	Historic wetspot to the northwest along Horsell Moor		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA20	Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN	55 dwellings	None on west site. On east site small area (5%) of risk during 1 in 30 event	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA21	Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU	12 dwellings	20% of site at risk from 1 in 1000 event	None		No further requirements than those of existing Development Plan.

UA22	Ian Allan Motors, 63-65 High Street, Old Woking GU22 9LN	24 dwellings	No predicted risk on site. Predicted risk of flooding during 1 in 30 events on Priors Croft to the north and 1 in 1000 on High Street to the south.	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 2 and 3. Sequential approach to layout of development. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA23	Sherpa House, Kingfield Road, Kingfield, GU22 9EH	10 dwellings + retail	Risk from 1 in 1000 event on the eastern edge. Risk from 1 in 30 event on Kingsfield Road	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA24	Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE	570 dwellings + community + leisure & open space + retail	Large sections (15%) at risk from 1 in 30 events. 1 on the east site which shows flow route from the eastern boundary to the recreation ground. Another flow route is from Spencer Close and Dartmouth avenue through the School to the eastern boundary. 30 % of the site at risk during 1 in 1000 events.	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 2 and high risk groundwater vulnerability zone. Sequential approach to layout of development. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA25	101-121 Chertsey Road, Woking, GU21 5BW	104 dwellings + reprovision of office	Risk from 1 in 1000 event on 25% of site. Chertsey Road predicted to flood during 1 in 100 events	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA26	Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU	6000sqm net industrial / warehousing + office	Parts of the site at risk from 1 in 30 events (5%). Albert Drive is predicted to flood during 1 in 30 events to the south west and at 1 in 100 north towards Bateson Way.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential

						soil or groundwater contamination.
UA27	Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN	3600sqm industrial / warehousing + transport infrastructure	Large patch at risk from 1 in 30 at Scandia House, Boundary Business Centre and on Monument Way West. 1 in 30 risk along Boundary Road and Walton Terrace. 40% of site at risk from a 1 in 1000 event.	Current wetspot on Walton Terrace and Boundary Road	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location on secondary aquifer.
UA28	29-31 Walton Road, Woking, GU21 5DL	10 dwellings	Risk from 1 in 1000 event on 15% of the site and along Grove Road and Walton Road	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA29	95-105 Maybury Road, GU21 5JL	61 dwellings + office/employment use	5% of site at risk from 1 in 1000 event. Flooding predicted to occur during 1 in 30 events at the eastern corner and from 1 in 1000 events along the southern boundary.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Likely to require upgrades to existing drainage infrastructure. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
UA30	Walton Road Youth Centre, Walton Road, Woking GU21 5DL	21 dwellings + community facility	Risk from 1 in 1000 event on the eastern corner boundary of the site.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA31	Car Park (east), Oriental Road, Woking, GU22 8BD	250 dwellings + open space	Large area at risk from 1 in 30 at the northern end of the site. Just south of the site is another car park which is at risk from 1 in 30. This would be a consideration when developing the site. Two patches are at risk from 1 in 100 events on the southern boundary.	None		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential

						soil or groundwater contamination
UA32	Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ	88 dwellings	Patch of site (10%) at risk from 1 in 100 event. Risk from 1 in 1000 events along the northern boundary on Oriental Road.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA33	Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE	100 dwellings	Risk from 1 in 100 events across the site mainly along the railway to the north of the site. Guildford Road on the eastern corner is at risk from 1 in 100 events as is Bradfield Close to the south.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Investigate current or historical contaminative uses of the site.
UA34	Quadrant Court, Guildford Road, Woking, GU22 7QQ	1000sqm net office	Risk from 1 in 1000 events in taches of the site (10%)	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA35	The Crescent, Heathside Crescent, Woking, GU22 7AG	10 dwellings	None	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA36	Somerset House, 1-18 Oriental Road, Woking, GU22 7BG	10 dwellings + offices	None	Historic wetspot along Heathside Crescent		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA37	Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA	11 dwellings	St John's Hill road to the south of the site is at risk from 1 in 100 events.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	10,000sqm net industrial	Risk from 1 in 100 along the northern boundary, 1 in 30 in places due to ditch that runs along it. Patch on the northern tip to 1 in 100.	Historic wetspot along Camphill Industrial Estate		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints -

						early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	12 dwellings + 181sqm net retail	25% of site at risk from in 1 in 30 33% of site at risk from 1 in 100 100% of site at risk from 1 in 1000	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	208 dwellings + existing office + retail + library	A small patch at risk from 1 in 30 and one of 1 in 100. 20% of site is at risk from 1 in 1000. A major flow route flows from south to north to the west of the site which is predicted to affect the site during a 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	28 dwellings + existing community facility	Camphill Road and Stoop Court at risk from 1 in 30 events along the boundaries east and west of the site.	None		No further requirements than those of existing Development Plan.
UA42	Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA (NEW SITE)	93 dwellings + football stadium + retail	Westfield Avenue is at risk from 1 in 30 along the western boundary. The site has patches of 1 in 100 and 1 in 1000	Historic wetspot along Westfield Avenue		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Investigate current or historical contaminative uses of the site.
GB1	Land south of Brookwood Lye Road, Brookwood GU24 0EZ	93 dwellings	Small area of 1 in 1000 SW risk on the site. 1 in 30 risk along the northern boundary on Brookwood Lye Road.	Wetspot in progress along Bagshot Road North west of the site.		Flood Risk Assessment (taking into account climate change projections). Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB2	Land at Five Acres, Brookwood Lye Road, Brookwood, GU24 0HD	6 additional traveller pitches, 1 transit site	Northern part of the site (25%) at risk from a 1 in 1000 year event. Section of Brookwood Lye Road north of the site at risk from a 1 in 30 event	None		Flood Risk Assessment (taking into account climate change projections). Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage

						Statement. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB3	Brookwood Cemetery, Cemetery Pales GU24 0BL	Cemetery infrastructure	One flow route across the middle of the site and site is predicted during 1 in 1000 events with patches at risk during 1 in 30 and 1 in 100. A ditch runs from the centre to the western boundary and then turns a runs parallel to the southern corner. There are a number of patches across the site at site that pond during 1 in 30 events. Surface water proportionally isn't large for the size of the site but due to its size there are many risks across it.	None	Yes – take account of Land Drainage Byelaws	The groundwater in the Bagshot Beds Aquifer to the south west of the site may be shallow. Since burials should not be in groundwater, the proposals should be informed by a study of the maximum seasonal depth of groundwater to determine the extent of the site that would be suitable for burials. No further requirements than those of existing Development Plan.
GB4	Land south of Parvis Road and High Road, Byfleet KT14 7QL	Use tbc	Small patch of the site shows a 1 in 100 risk, with slightly bigger (10% of the site) patches at risk form 1 in 100	None	Yes – take account of Land Drainage Byelaws	Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
GB5	Land to the south of Rectory Lane, Byfleet KT14 7NE	Use tbc	Negligible risk, small 1 in 1000 patch on the site	Some historic wetspots to the south east of the site on Sanway road and Sanway Close		Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
GB6	Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH	Transport infrastructure	20% of the site is at risk from 1 in 30 events	Historic wetspot down Woodham Road		No further requirements than those of existing Development Plan.
GB7	Nursery land adjacent to Egley Road, Mayford GU22 0PL	118 dwellings + open space	Fairly large section (estimated 10%) of site at risk of 1 in 30 event to the north east corner of the site. Also at risk to a 1 in 30 event on along western boundary on the rail tracks at to the east on Egley Road. South eastern corner of the site is predicted to be at risk during 1 in 30 events. The south western side is also at risk during 1 in 100 events. The railway on the western boundary of site is predicted to flood during 1 in 30 events as is Egley Road on the eastern boundary.	None	Yes – take account of Land Drainage Byelaws	Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination. No further requirements than those of existing Development Plan.
GB8	Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH	Use tbc	1 in 30 SW risk in the centre with 1 in 1000 risk along much of the southern boundary of the site	Historic wetspot on junction of Egley Road and Drakes		Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated

				Way to the east of the site		Core Strategy and/or Site Allocations DPD.
GB9 and GB9A	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	555 dwellings + open space + 15 Traveller pitches	Small patches at risk to a 1 in 1000 event. Risk of 1 in 30 just to south because of a watercourse just beyond the boundary.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location adjacent to Flood Zone 2 and 3. Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's former use as Ministry of Defence land and location in a high risk groundwater vulnerability zone and principal aquifer.
GB10	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	268 dwellings (including 155 specialist units) + office and research	A patch of 1 in 100 SW risk on the east site and in the middle due to a water feature. Patches of 1 in 1000 across the site (10% of site). 1 in 30 in sections and 1 in 100 along the rest of the northern boundary on Parvis Road.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
GB11	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Urban open space	Eastern boundary at risk during a 1 in 30 event and from 1 in 100 along Parvis Road to the south. Risk from 1 in 1000 around the school to the west side of the site.	None	Yes – take account of Land Drainage Byelaws	The allocation seeks to retain the land as urban open space. No further requirements than those of existing Development Plan.
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	SANG	A few small patches at risk from 1 in 1000 events mainly along ditches to the south of the site.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location within Flood Zones 2 and 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered. Any infrastructure to be set back to create a 10m undeveloped buffer with River Wey. Early consultation with Environment Agency.
GB13	Brookwood Farm SANG, Bagshot	SANG	Site follows a major route which is at risk during 1 in 30 events	None	Yes – take account of Land	Flood Risk Assessment (taking into account climate change projections) due to site's

	Road, Brookwood, GU21 2TR		from north to south of the site. Another smaller flow route flows in to the site from the west and joins in the southern section. The site has a very high risk from surface water flooding and it would be a major risk with development on this site.		Drainage Byelaws	location within Flood Zones 2 and 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered. Early consultation with Environment Agency.
GB14	Westfield Common SANG, land to the east of New Lane, Woking, GU22 9RB	SANG	Many patches of risk during 1 in 30 events as water flows through a number of channels from south to north of the site. There are also evidence of a number of areas where water will pool through 1 in 30, 1 in 100, 1 in 1000 events	None	Yes – take account of Land Drainage Byelaws	Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination.
GB15	First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	SANG	Small risk along River Wey with areas at risk from 1 in 30 and 1 in 100 just north of the boundary. Small patches at risk from 1 in 30 and 1 in 100 to the southern end of the site.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location within Flood Zone 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the landscape to be considered.
GB16	Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH	SANG	Northern edge has predicted risk during 1 in 100 events. Half the site shows a risk during 1 in 1000 events.	None	Yes – take account of Land Drainage Byelaws	Any infrastructure to be set back to create a 10m undeveloped buffer with River Wey. Early consultation with Environment Agency regarding Flood Zone 3 location and potential former contaminative uses of site.
GB17	Woking Palace, Carters Lane, Old Woking, GU22 8JQ	Development brief for heritage infrastructure	High risk along the northern boundary due to Hoe Stream but not for much of the site with a few patches at risk from 1 in 1000 events.	None		At this stage only a development brief is proposed. Any development requirements would be introduced through future updates to the DPD.