

## **Infrastructure Capacity Study and Delivery Plan (IDP) – Extracts of infrastructure identified to support proposed development in West Byfleet and Byfleet from the 2018 IDP**

Purpose: the IDP assesses the likely impact of growth foreseen in Woking 2027 (the Development Plan for the area) on the Borough's physical, social and green infrastructure. It sets out the mechanisms in place to ensure that the additional infrastructure necessary to support new development is provided over the plan period. It is a living document and is updated as ongoing cooperation with infrastructure and service providers takes place.

The following provides a summary of infrastructure needs identified in the West Byfleet and Byfleet ('the Byfleets') area to support new development, from the latest IDP (published April 2018). However, it should be recognised that some larger schemes identified to meet development growth elsewhere in the Borough may have repercussions for infrastructure capacity in this locality, for example transport infrastructure schemes which may ease congestion on the wider network; and flooding infrastructure schemes which may reduce flood risk elsewhere in the catchment area.

### Transport and accessibility

- Woking's Local Transport Strategy (LTS) and [Forward Programme](#) (last updated in 2018) supports the growth set out in the Core Strategy and provides a programme of transport infrastructure required to deliver this growth. Schemes planned for the Byfleets area to improve transport and accessibility infrastructure capacity include:
  - Woking east Quality bus corridor improvements – Byfleet/Sheerwater corridor: reliability measures including bus priority and junction improvements; improvements/enhancements to existing bus stops and smarter ticketing technology;
  - Access to and from West Byfleet railway station via all modes including bus integration, cycling, car parks and walking, to improve accessibility and encourage more sustainable modes of travel choices;
  - West Byfleet one-way system improvements, including pedestrian and cycle access to the station; bus stop locations around the railway station; routeing of buses;
  - High quality cycle route on A245 from Byfleet to Pyrford Common;
  - Signed cycle route from West Byfleet to join new cycle infrastructure at Wisley.

Potential funding sources included Local Enterprise Partnership funding, WBC / SCC funding, developer contributions via S106 Agreement or Community Infrastructure Levy (CIL) (see below), and from providers such as bus operators and Network Rail.

- West Byfleet District Centre was identified as an area of the Borough most likely to be affected by proposed residential and commercial development envisaged by the Core Strategy. Whilst significant highway infrastructure improvement measures on the road network were not considered necessary, the 2010/11 Transport Assessment concluded that some highway capital schemes at key junctions and other sensitive locations would be required to manage additional demand caused by planned development, to manage and improve journey time reliability and ensure congestion did not become more acute. Further studies have since been undertaken to support the preparation of the Site Allocations DPD, to assess the capacity of the A245 corridor to accommodate growth from proposed development in the Byfleets area. The proposed mitigation measures are not of such a scale that they require safeguarding of land in the Site Allocations DPD, but are included as priorities in the Council's Regulation 123 List for attracting CIL funding; and can be subject to other funding mechanisms. They include:

- West Byfleet one-way system improvements, including pedestrian and cycle access to the station;
  - Bus stop locations around West Byfleet railway station and routing of buses;
  - A245 cycle and pedestrian improvements, including A245 Parvis Road cycle route between West Byfleet and Byfleet.
- [Further transport modelling](#) analysed the capacity of transport infrastructure to accommodate growth from committed and planned development in the Core Strategy, plus 592 dwellings on Green Belt land at West Byfleet. Impacts were identified the A245 Parvis Road as likely to require mitigation to facilities any new development in the Byfleets area, via 'hard' (e.g. engineering measures) or 'soft' (travel plan implementation encouraging travel by sustainable modes) measures, or a combination of both. Subsequently, key requirements written into 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 (see Appendix 1 below). Target areas include:
    - A245 Parvis Road / Byfleet corridor;
      - Chertsey Road roundabout
      - Brooklands Road roundabout
    - A245 Byfleet Road / B365 Seven Hills Road junction;
    - A245 Parvis Road / Camphill road junction.

Developer contributions would be sought to implement identified mitigation measures.

- Highways England note that it is unlikely that the majority of development foreseen in the Site Allocations DPD will result in a significant impact on the Strategic Road Network, but would welcome the opportunity to be consulted at the development management stage should development come forward on land surrounding West Hall, West Byfleet, and Broadoaks, Parvis Road.
- Highways England have progressed with the M25 junction 10 / A3 interchange scheme. Should this receive consent, it is thought that the scheme would result in secondary beneficial impacts on reducing congestion on the A245 corridor, improving infrastructure capacity in this area.
- Investment in cycling infrastructure is an important part in the area's strategy for accommodating additional movement generated by substantial development growth. A Local Cycling and Walking Infrastructure Plan for Woking will identify more detailed capacity issues on the sustainable transport infrastructure network, and identify priorities for cycling and walking investment.

### Early Years, Primary and Secondary Schools

- Surrey County Council uses a model to forecast future school place provision. Byfleet and West Byfleet is one of five individual 'primary planning areas' in the Borough. SCC's forecasts take into account the number of pupils likely to be generated by planned development (figures are supplied to SCC by WBC on a biannual basis).
- It is forecast that demand for primary places, whilst significantly above levels recorded in 2010, will stabilise. Since the adoption of the Core Strategy, bulge classes and permanent expansions have been commissioned at a number of schools across the Borough to meet rising demand, including at Pyrford Primary School, West Byfleet Infant School, West Byfleet Junior School and Byfleet Primary School.

SCC intends to continue to meet future primary school demand predominantly through expansion in admission numbers rather than through building new schools.

- It is recognised that the Byfleet and West Byfleet primary school planning area will be affected by additional need for school places generated by new housing. The School Commissioning Team at SCC will continue to work with WBC to identify future projects which will attract developer contributions. A key requirement has been included in the policy allocating land at surrounding West Hall to consult with SCC in conducting an up-to-date assessment of education infrastructure needs, when a development proposal comes forward (which, for example, will give a clearer idea of housing types and mix, which affects pupil numbers).
- Woking Borough is a single secondary school place 'planning area' – as secondary schools have a wider geographical intake. Forecasts indicate that the demand pressures experienced in primary schools is now moving into the secondary sector. Capacity has been improved through permanent expansions at several schools. In order to improve capacity to meet future need, including that generated by planned development in the Byfleets area, SCC has built in a future option to expand Bishop David Brown by a further 2FE (300 pupils) and Chertsey High School will reach full capacity of 900 students by September 2021 (thus easing pressure on Fullbrook School).
- Policies of allocated sites in the Byfleets area set out where development is expected to pay CIL. CIL is the primary means of securing developer contributions towards infrastructure provision, including primary, secondary and early years education infrastructure. WBC continues to work with SCC to identify projects to support future housing development. The existing Regulation 123 list sets out how 19 primary school classrooms, 13 secondary school classrooms and early years provision will be prioritised for CIL funds secured through planning approval. Updated calculations in the 2018 IDP indicate that up to 22 additional primary classrooms and 16 additional secondary classrooms will be required to accommodate needs generated by housing to 2027. WBC is working with SCC to identify specific projects, and this will take into account the distribution of housing in the Byfleets area.

## Health

- Clinical Commissioning Groups (CCG) are responsible for commissioning healthcare facilities to meet the needs of the population. In terms of primary healthcare provision, West Byfleet Health Centre has limited capacity to meet future needs generated by additional development as each of the three general practices are heavily subscribed. Whilst there is capacity at surrounding health centres that can help meet the needs of development growth in the Byfleets area, the Council continues to engage with the Estates team at the CCG to understand how needs of a growth population can best be met. This must take into account the changing models of service delivery (for example through new digital technology allowing for online GP consultations to relieve pressure on local GP practices) and national shift towards preventative healthcare. Dialogue with the CCG continues, to determine whether there is justification to use CIL income to help fund healthcare infrastructure to accommodate development growth.

## Social and Community Infrastructure

- A site has been allocated in the Byfleets area at Broadoaks, Parvis Road, to include accommodation to meet the needs of the elderly.

- The Borough is well-served by a range of community facilities, but some of these facilities would benefit from refurbishment or redevelopment in order to meet demand generated by future development. In the Byfleets area, the following community facilities are identified as requiring improvement:
  - Byfleet Cricket Club;
  - Library facilities – land at Station Approach and in Byfleet has been allocated in the Site Allocations DPD for mixed-use development to include new, replacement libraries to serve the growing community;
  - Camphill Club and Scout Hut, Camphill Road - the site has been allocated in the Site Allocations DPD for replacement community facilities as part of a mixed-use scheme.
- Woking's Playing Pitch and Outdoor Facilities Strategy 2017-2027 assesses whether there is enough infrastructure to meet future demand for participation in sport (football, cricket, rugby, hockey, tennis, bowls), generated by people moving into new housing in the Borough. The study concludes that improving the capacity of existing facilities will be necessary, by improvements to pitch quality and/or changing facilities; securing access to existing pitches which currently do not have community use; marking out pitches on currently unused areas of existing playing field sites; providing artificial grass pitches, and through better scheduling of matches and flexibility in kick-off times. The accompanying [Action Plan](#) identifies potential capacity improvements at Byfleet Recreation Ground, West Byfleet Recreation Ground, Byfleet Cricket Club, West Byfleet Junior School, Byfleet Lawn Tennis Club, St Mary's Primary School and the Marist Primary School. Land surrounding West Hall, Parvis Road, is identified as having potential to provide new, formal sports pitches. It is expected that some of the potential infrastructure will be funded wholly or partly by developer contributions in the form of S106 agreements and/or through CIL, in addition to other funding mechanisms.
- The IDP cites the West Byfleet Neighbourhood Plan which highlights a shortage of capacity of non-faith meeting facilities, such as a village hall. Policies within the Plan support the delivery of new and improved social and community facilities to meet growing demand, and list various projects which the community element of CIL will be spent on. The Plan highlights the need to seek additional developer contributions from future housing development within the Neighbourhood Area, to improve any community and social facilities affected by growth directly caused by such development.
- The IDP recognises the need to improve the public realm as part of any redevelopment of Sheer House, West Byfleet.

### Public services

- A new Surrey Waste Local Plan is being drafted to ensure land is available so that sufficient waste management facilities can be provided to manage future needs (to 2033) across Surrey. The largest proportion of extra capacity is provided by new facilities on allocated sites – the proposed sites are elsewhere in the county. A proportion of additional capacity is provided by new facilities on unallocated sites, and through intensification and enhancement of sites in existing waste use. In the Byfleets area, Byfleet Industrial Estate and Camphill Road Industrial Estate have been identified as having potential for waste management or waste-related development facilities to serve future needs. Outside of the Byfleets area, but serving residents within the area, land at Martyrs Lane is retained as an allocated site for

waste infrastructure development. Updates will be given in future IDP reviews once the final plan is adopted.

- Surrey Police identify a need for 2 additional police officers serving the Byfleet, West Byfleet and Pyrford area to serve needs generated by planned development. Subject to these requirements being defined as infrastructure in accordance with the Planning Act 2008, WBC will maintain a dialogue with Surrey Police to determine if CIL income can be used to deliver police infrastructure (in addition to other funding streams such as Council Tax derived from new housing).

### Utilities

- Adequate capacity exists to meet the projected new demand for gas and electricity from new development in Woking. Needs tend to be planned for and scheduled at the planning application stage rather than site allocation stage, when it is clear that new loads will need to be connected to the network. If enhancement or provision of additional infrastructure is required to serve new development, a financial contribution will be sought at planning application stage.
- There is potential for development at sites in the Byfleets to be supplied by new decentralised energy and distribution infrastructure to meet future energy needs – key requirements have been included in the relevant site allocation policies highlighting this potential.
- Local network reinforcements are likely to be needed to meet demand for water supply from new development sites in West Byfleet. Early consultation with Affinity Water is recommended.
- Thames Water anticipates that sewage treatment infrastructure will require improvements to accommodate expected population/housing growth. Funding is secured through OFWAT to enable such works, which are included in Thames Water's Business Plan. In addition, key requirements have been included in the policies of site allocated in the Byfleets, where Thames Water has indicated that early consultation is necessary to establish the development's demand for wastewater infrastructure and to secure any improvements where capacity constraints are identified. Land at Station Approach, and land surrounding West Hall, in West Byfleet, are two sites where upgrades to the existing drainage infrastructure are likely to be required and where developers will need to provide a detailed drainage strategy, as well as commitments to implement any mitigation measures.

### Flood alleviation

- Existing and future residents in the Byfleets area will benefit from the Byfleet Flood Alleviation Scheme, planned to provide flood defences at Sanway Road, Booklands Road and Wey Road.
- Sites have been allocated using a sequential test as advocated in national planning policy – where development is directed towards areas of lower flood risk. Where any part of the site falls within Flood Zone 2 and/or 3 (such as land at Broadoaks, Parvis Road; and the Library, 71 High Road, Byfleet), key requirements have been included in the site allocation policy to ensure built development is focused in the part of the site at lower risk.
- Key requirements have also been included in site allocations within or adjacent to areas at risk of flooding – as identified by the Strategic Flood Risk Assessment –

requiring detailed Flood Risk Assessments be submitted at planning application stage to demonstrate that the development will not increase flood risk elsewhere, or exacerbate the existing situation from all sources of flooding, taking into account the impacts of climate change (see Appendix 1).

- The IDP recognises that sites may also be subject to other sources of flooding, such as pluvial flooding (surface water run off). Where a site, or part of a site, falls within the 'high risk' area for surface water flooding – assessed using Environment Agency data – key requirements have been included in site allocation policies to ensure surface water drainage strategies are submitted at planning application stage (see Appendix 1).

### Green infrastructure

- Green infrastructure to support growth will be a product of both increased provision of dedicated space, as well as enhancing the quality of existing sites and supporting the functionality of the wider environment.
- Residential proposals, including those planned in the Byfleets, will be expected to mitigate against the impact of development on natural and semi-natural greenspace such as the Thames Basin Heaths Special Protection Area through developer contributions secured against any planning permission. The Community Infrastructure Levy is the primary means of securing developer contributions towards Suitable Alternative Natural Greenspace (SANG) infrastructure in the Borough. Existing SANGs have capacity to provide mitigation against impacts of development until around 2022, after which, additional SANG is required. Land has been allocated in the Byfleets to provide around 15.43ha of natural greenspace – mitigation for approximately 799 dwellings. Proposal sites in the Byfleets area will also fall within catchment areas of SANGs proposed in other areas of the Borough.
- New residential development will put pressure on existing play and teenage provision in the Borough. Facilities in the Byfleets have been identified that require capacity improvements; and parts of West Byfleet and Byfleet have been identified as areas requiring new place space. New developments are expected to provide on-site provision where appropriate, in accordance with Fields in Trust benchmarks (paragraph 15.88 of the IDP). In this regard, new play facilities should be incorporated into the design of development on land surrounding West Hall, in West Byfleet. A financial contribution through S106 or CIL towards improvement of an existing play space may be sought in lieu of on-site provision for larger-scale play spaces, or where existing play space lies within walking distance of a proposed development.
- Any development of the land surrounding West Hall is required to incorporate significant elements of green infrastructure to meet needs. Detailed policy requirements have been included in the draft site allocation.
- Funding for open space is included on the CIL Regulations 123 List. Where relevant, new development coming forward in the Byfleets area will be expected to contribute to open space infrastructure via CIL or S106 contributions to improve capacity as identified in the IDP, Natural Woking and Woking's Playing Pitch and Outdoor Facilities Strategy 2017-2027.

**APPENDIX 1: KEY REQUIREMENTS INCORPORATED INTO SITE ALLOCATION POLICIES IN THE BYFLEETS AREA TO IMPROVE INFRASTRUCTURE CAPACITY**

Site allocation ref (latest version)	Site address	Allocated uses	Development of the site will be required to improve infrastructure capacity through the following 'key requirements':							
			Transport and accessibility	Education	Health	Social and community infrastructure	Public services	Utilities	Flood alleviation	Green infrastructure
UA1	Library, 71 High Road, Byfleet	Mixed-use comprising residential and community uses, including a replacement library	Transport Statement to identify any impacts and set out mitigation measures			Providing a replacement community library			Flood risk assessment to identify any impacts and set out appropriate mitigation measures	Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Appropriate car and cycle parking infrastructure						Proportionate on-site measures to support biodiversity and green infrastructure enhancement	
UA38	Camphill Tip, Camphill Road, West Byfleet	Industrial use	Transport Assessment to identify any impacts and set out mitigation measures, including highways improvements along Camphill Road.					Consider potential wastewater network capacity constraints (early consultation with water and sewerage undertaker advised)	Flood risk assessment to identify any impacts, taking into account location in surface water flood risk area, and setting out appropriate mitigation measures	
			Travel Plan to minimise car use of prospective occupants						Detailed surface water drainage design incorporating sustainable drainage systems	
			Appropriate car and cycle parking infrastructure							
UA39	Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet	Mixed-use comprising retail and residential uses	Transport Assessment to identify any impacts and set out mitigation measures							Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Travel Plan to minimise car use of prospective occupants						Proportionate on-site measures to support biodiversity and green infrastructure enhancement	
			Appropriate car and cycle parking infrastructure							
UA40	Land at Station Approach, West Byfleet	Mixed-use comprising community, office, retail and residential uses	Transport Assessment to identify any impacts and set out mitigation measures			Providing a replacement community library		Early consultation with water and sewerage undertaker to identify any constraints on capacity	Detailed surface water drainage design incorporating sustainable drainage systems	Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Travel Plan to minimise car use of prospective occupants			Public realm improvements				Proportionate on-site measures to support biodiversity and green infrastructure enhancement
			Appropriate car and cycle parking infrastructure							
			Enhance pedestrian and greenspace connectivity							
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet	Residential and community uses	Appropriate car and cycle parking infrastructure			New, replacement community facility				Contribution towards Suitable Alternative Natural Greenspace via CIL payment
									Proportionate on-site measures to support biodiversity and green infrastructure enhancement	
GB9A and GB9	Land surrounding West Hall, Parvis Road, West	Residential use and green infrastructure	Contribute to provision of essential transport infrastructure necessary to mitigate the	Up-to-date assessment of education needs arising from				Wastewater drainage strategy to consider wastewater network	Flood risk assessment to identify any impacts, taking into account site's location	Significant new and enhanced elements of green infrastructure

Site allocation ref (latest version)	Site address	Allocated uses	Development of the site will be required to improve infrastructure capacity through the following 'key requirements':							
			Transport and accessibility	Education	Health	Social and community infrastructure	Public services	Utilities	Flood alleviation	Green infrastructure
	Byfleet		impacts of development, informed by a Transport Assessment	development and contribute towards provision of essential infrastructure to mitigate any identified impacts of development				capacity constraints, impact on network and inform any necessary upgrades to existing drainage infrastructure (early consultation with water and sewerage undertaker advised)	adjacent to Flood Zone 2 and 3, and setting out appropriate mitigation measures	
			Enhanced pedestrian and cycling links						Detailed surface water drainage design incorporating sustainable drainage systems	Strengthen woodland, traditional orchard and parkland setting
			Improved bus services and access to bus stops							New or improved open space for leisure and recreation
			Appropriate car and cycle parking infrastructure							Improve connectivity to green infrastructure network, including Wey Navigation
			Travel Plan to minimise car use of prospective occupants							
GB10	Broadoaks, Parvis Road, West Byfleet	Mixed-uses comprising office and research, and residential uses	Contribute to provision of essential transport infrastructure necessary to mitigate the impacts of development, informed by a Transport Assessment			Care home and assisted living accommodation		Wastewater drainage strategy to consider wastewater network capacity constraints, impact on network and inform any necessary upgrades to existing drainage infrastructure (early consultation with water and sewerage undertaker advised)	Flood risk assessment to identify any impacts, and setting out appropriate mitigation measures	Significant elements of new and improved green infrastructure, and connections to wider green infrastructure network
			Appropriate car and cycle parking infrastructure						Detailed surface water drainage design incorporating sustainable drainage systems	
			Enhanced pedestrian and cycling links							
			Bus stop improvements							
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet	Suitable alternative natural greenspace (SANG)	Pedestrian and cycling links to improve access to the site					Sustainable drainage measures and flood attenuation and floodplain storage within the landscape	15.43ha of SANG to be used as informal public recreation space	
								Flood risk assessment to inform site design	Improve connectivity of habitats within site and to wider green infrastructure network	

**Note: if required, safeguarded site references GB4 and GB5 are anticipated to come forward outside the IDP period (after 2027) and are therefore not included in the infrastructure capacity assessment. Any policy key requirements for development would be set out as part of an updated Core Strategy and/or Site Allocations DPD.**

**Note: the reasoned justification of allocation policies sets out where development will be liable to pay the relevant Community Infrastructure Levy (CIL) – the primary means of securing developer contributions towards infrastructure provision - and where justified, additional site specific measures via planning obligations. The CIL fund is used to deliver infrastructure to support development, including transport, SANG, education and open space schemes.**