SITE ALLOCATIONS

Contents
Introduction
Purpose
How the Site Allocations are structured
Overview of Site allocation Proposal Sites
Identifying sites for allocation
How sites will bring forward the development planned by the Core Strategy
Proposals Map
Developing in accordance with the Site Allocations
Section A: development and infrastructure sites in the Urban Area / Village
Section B: development and infrastructure sites to be taken out of the Green Belt
Section C: land for SANG use within the Green Belt
Implementation and Monitoring of the Site Allocations

Appendices
Appendix 1 - Evidence base
Appendix 2 – Map showing the proposed Green Belt boundary
Appendix 3 – Map showing the locations of Proposal Sites throughout the Borough
Appendix 4 – Table 5: Anticipated capacity of allocated sites
Appendix 5 – Table 6: Site Allocations DPD delivery of the Core Strategy
Appendix 6 – Glossary of terms and abbreviations

List of Tables
Table 1: Structure of the Site Allocations
Table 2: summary table of section A, development and infrastructure sites in the Urban Area / Village
Table 3: summary table of Section B, development and infrastructure sites to be taken out of the Green Belt
Table 4: summary table of Section C, land for SANG use within the Green Belt
Table 5: Anticipated capacity of allocated sites
Table 6: Site Allocations DPD delivery of the Core Strategy
Table 7: Residential schemes of fewer than 10 dwellings
Table 8: Residential completions 2010-2014
Table 9: Traveller pitch provision 2010-2027
Table 10: Offices (Use Class B1)
Table 11: Warehousing (Use Class B8)
Table 12: Retail (Use Classes A1, A2, A3, A4 and A5)
Table 13: summary of the proposed changes to the Proposals Map by ward
Introduction

Purpose
The purpose of the Site Allocations is to allocate land for a range of uses to deliver the spatial vision and objectives of the Woking 2027 Core Strategy. The Core Strategy makes provision for the delivery of 4,964 net additional dwellings, 28,000 sq.m of additional office floorspace, 20,000 sq.m of warehouse floor space, 93,600 sq.m of retail floorspace and 19 pitches to meet the needs of Travellers.

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

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

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

The Site Allocations DPD takes a long-term strategic view of the future and safeguards sites for residential development beyond the present plan period, between 2027 and 2040. The allocations also propose some minor amendments to ensure a strong, defensible Green Belt boundary in the longer-term.

Through this public consultation document the Council would like to share with all interested parties its proposed site allocations, in the context of research (evidence base) that has considered all potential development sites (Appendix 1).

Your comments are important to help us get the final Site Allocations DPD right; we need to hear your views on the Proposal Sites that follow. If you feel that the Council’s Proposal Sites would not deliver the requirements of the Core Strategy in a sustainable manner, it would be helpful if you can suggest alternative site(s) that will achieve the objectives of the DPD. The thoughts and information you provide during this consultation will inform the final draft Site Allocations DPD which we will consult you on again later this year before it is submitted to the Secretary of State.

How the Site Allocations are structured
This document proposes a series of site allocations throughout Woking Borough to deliver the development planned by the Core Strategy. These allocations are called Proposal Sites.

They are presented in groups, according to the nature of the allocation or policy change proposed:

- Section A: development and infrastructure sites in the Urban Area / Village;
- Section B: development and infrastructure sites to be taken out of the Green Belt;
- Section C: land for SANG use within the Green Belt.

Sites are listed by area (using the ward name) within each section. **Table 1** shows the format used to present each Proposal Site.

**Table 1: Structure of the Site Allocations**

<table>
<thead>
<tr>
<th>Section A development and infrastructure sites in the Urban Area / Villages</th>
<th>Heading of section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site plan</td>
<td>Locates the site boundaries on a site plan.</td>
</tr>
</tbody>
</table>

Section A: development and infrastructure sites in the Urban Area / Village;

| Site UA1/GB1: (Example) Civic Offices, Gloucester Square, Woking, GU21 6YL | Proposal Site reference number and site address. For example, a prefix of UA refers to sites in the Urban Area, and GB refers to sites currently in the Green Belt. |

Photograph / Aerial photograph | Provides a recent photograph of some or the entire site. |

Proposal: (Example) This 0.3 ha. site is allocated for residential development.

Reasoned justification | The Green Belt boundary review report recommends that the site be removed from the Green Belt. |

The site-specific requirements that should be met to achieve a satisfactory development of the site. For example, specific infrastructure or design principles that will apply. These should be read in the context of the Core Strategy, the draft Development Management Policies, and relevant Supplementary Planning Documents guidance.

Key requirements | Commentary on land ownership, availability, viability and any development phasing. |
The boundaries of all Proposal Sites are shown on a site plan accompanying the text. The Updated Proposals Map shows the location of all of the Proposal Sites in Woking Borough.

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

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

The individual plans accompanying each Proposal Site allocation represent proposed amendments to the Proposals Map (also known as a Policies Map), to illustrate those sites proposed for development or new or altered policy protection. A table summarising changes to the Proposals Map is provided later in this document (see Table 12).

An Interactive Map is also available on the http://www.woking2027.info/ website.

**Overview of Site allocation Proposal Sites**

Following Tables 2, 3 and 4 summarise the Proposal Site allocations, again by the type of allocation:

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

<table>
<thead>
<tr>
<th>Proposal Site reference</th>
<th>Site address</th>
<th>Ward</th>
<th>Allocated use(s)</th>
<th>Timing of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>UA1</td>
<td>Library, 71 High Road, Byfleet, KT14 7QN</td>
<td>Byfleet</td>
<td>Residential including Affordable Housing, replacement library, community use</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA2</td>
<td>Trizancia House, Thomsen House &amp; Woodstead House 72, Chertsey Road</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA3</td>
<td>Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA4</td>
<td>Kings Court, Church Street East, Woking, GU21 6HA</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA5</td>
<td>The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA6</td>
<td>Land at Albion House, High Street, Woking, GU21 6BD</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA7</td>
<td>1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------</td>
<td>------</td>
<td>------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>UA8</td>
<td>2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, offices, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA9</td>
<td>Victoria Square Development, Church Street West, Woking, GU21 6HD</td>
<td>Goldsworth East</td>
<td>Retail, hotel, medical/offices, residential, infrastructure (new Energy Centre, highway improvements, public open space)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA10</td>
<td>The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing, community uses</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA11</td>
<td>The former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA12</td>
<td>113-129 Goldsworth Road, Woking, GU21 6LR</td>
<td>Goldsworth East</td>
<td>Retail, offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA13</td>
<td>MVA and Select House, Victoria Way, Woking, GU21 6DD</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA14</td>
<td>1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ</td>
<td>Goldsworth East</td>
<td>Retail, offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA15</td>
<td>Synergy House, 8 Church Street West, Woking, GU21 6DJ</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA16</td>
<td>30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT</td>
<td>Goldsworth East</td>
<td>Residential, offices, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA17</td>
<td>Poole Road Industrial Estate, Woking, GU21 6EE</td>
<td>Goldsworth East</td>
<td>Offices, warehousing, new Energy Station</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>UA18</td>
<td>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</td>
<td>Goldsworth East</td>
<td>Community, leisure, offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA19</td>
<td>Chertsey House, 61 Chertsey Road, Woking, GU21 5BN</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA20</td>
<td>Griffin House, West Street, Woking, GU21 6BS</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA21</td>
<td>Concorde House, 165 Church Street East, Woking, GU21 6HJ</td>
<td>Goldsworth East</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA22</td>
<td>Spectrum House, 56 Goldsworth Road, Woking, GU21 6LQ</td>
<td>Goldsworth East</td>
<td>Offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA23</td>
<td>Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE</td>
<td>Goldsworth East</td>
<td>Essential infrastructure (transport)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA24</td>
<td>Land to the rear of Waitrose Supermarket, Bampton Way, Woking, GU21 3LE</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA25</td>
<td>Barratt House, Barratt House, 7 - 9 Chertsey Road, Woking, GU21 5AB</td>
<td>Goldsworth East</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA26</td>
<td>Goldsworth House, Denton Way, Woking, GU21 3LG</td>
<td>Goldsworth West</td>
<td>Specialist residential accommodation, community use</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-----------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>UA27</td>
<td>Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ</td>
<td>Horsell West</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA28</td>
<td>73 Horsell Moor, Horsell, GU21 4NL</td>
<td>Horsell West</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA29</td>
<td>Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way &amp; Laburnum Road (Barnsbury sites 1 &amp; 2), Barnsbury Farm Estate, Woking, GU22 0BN</td>
<td>Kingfield Westfield</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA30</td>
<td>Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU</td>
<td>Kingfield Westfield</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA31</td>
<td>Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW</td>
<td>Kingfield Westfield</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA32</td>
<td>Sherpa House, Kingfield Road, Kingfield, GU22 9EH</td>
<td>Kingfield Westfield</td>
<td>Residential including Affordable Housing, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA33</td>
<td>Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE</td>
<td>Maybury Sheerwater</td>
<td>Residential including Affordable Housing, community uses, retail, open space and leisure facilities</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA34</td>
<td>101-121 Chertsey Road, Woking, GU21 5BW</td>
<td>Maybury and Sheerwater</td>
<td>Residential including Affordable Housing, offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA35</td>
<td>Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU</td>
<td>Maybury Sheerwater</td>
<td>Industrial, warehousing, offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA36</td>
<td>Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN</td>
<td>Maybury Sheerwater</td>
<td>Industrial/warehousing, road infrastructure (fourth arm to the Sheerwater link road)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA37</td>
<td>29-31 Walton Road, Woking, GU21 5DL</td>
<td>Maybury Sheerwater</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------</td>
<td>------</td>
<td>------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>UA38</td>
<td>1 to 5 Elliot Court, North Road, land to the rear of 1 to 13 North Road and 95-105 Maybury Road, Woking, GU21 5JL</td>
<td>Maybury Sheerwater</td>
<td>Residential including Affordable Housing, offices (or an alternative employment use meeting Policy CS5)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA39</td>
<td>Walton Road Youth Centre, Walton Road, Woking, GU21 5DL</td>
<td>Maybury Sheerwater</td>
<td>Residential including Affordable Housing, community facility (youth centre)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA40</td>
<td>Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 5DL</td>
<td>Mount Hermon East</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA41</td>
<td>Car Park (east), Oriental Road, Woking, GU22 8BD</td>
<td>Mount Hermon East</td>
<td>Residential including Affordable Housing, open space</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA42</td>
<td>Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QJ</td>
<td>Mount Hermon East</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA43</td>
<td>11-15 Guildford Road/Southern House/Jubilee House/Lynton House, Station Approach, Woking, GU22 7PX</td>
<td>Mount Hermon West</td>
<td>Residential including Affordable Housing, offices, retail</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA44</td>
<td>Quadrant Court, Guildford Road, Woking, GU22 7QQ</td>
<td>Mount Hermon West</td>
<td>Offices</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA45</td>
<td>Former St Dunstans, White Rose Lane, Woking, GU22 7AG</td>
<td>Mount Hermon West</td>
<td>Retail, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA46</td>
<td>Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG</td>
<td>Mount Hermon West</td>
<td>Offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA47</td>
<td>Somerset House, 1-18 Oriental Road, Woking, GU22 7BG</td>
<td>Goldsworth East</td>
<td>Offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-----------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>UA48</td>
<td>Coroner’s Court (former Woking Magistrates Court), Station Approach, Woking, GU22 7YL</td>
<td>Mount Hermon West</td>
<td>Offices, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA49</td>
<td>Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA</td>
<td>St Johns Hook Heath</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA50</td>
<td>Camphill Tip, Camphill Road, West Byfleet, KT14 6EW</td>
<td>West Byfleet</td>
<td>Industrial</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA51</td>
<td>Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA</td>
<td>West Byfleet</td>
<td>Retail, residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA52</td>
<td>Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]</td>
<td>West Byfleet</td>
<td>Retail, community (library), offices, retail (Waitrose), residential including Affordable Housing</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>UA53</td>
<td>Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF</td>
<td>West Byfleet</td>
<td>Residential including Affordable Housing, community use</td>
<td>Delivery between 2015 and 2027</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Proposal Site reference</th>
<th>Site address</th>
<th>Ward</th>
<th>Allocated use(s)</th>
<th>Timing of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>GB1</td>
<td>Land at Coblands Nursery and Lyndhurst, Brookwood Lye Road, Brookwood, GU24 0EZ</td>
<td>Brookwood</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2022 and 2027</td>
</tr>
<tr>
<td>GB2</td>
<td>Land at Five Acres 1, Brookwood Lye Road, Brookwood, GU24 0HD</td>
<td>Brookwood</td>
<td>Traveller pitches and Traveller transit site</td>
<td>Delivery between 2016 and 2027</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------</td>
<td>------------------------------------------------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>GB3</td>
<td>Land at Five Acres 2, Brookwood Lye Road, Brookwood, GU24 0HD</td>
<td>Brookwood</td>
<td>Traveller pitches</td>
<td>Delivery between 2016 and 2027</td>
</tr>
<tr>
<td>GB4</td>
<td>Land south of High Road, Byfleet, KT14 7QL</td>
<td>Byfleet</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB5</td>
<td>Land to the south of Murray's Lane, Byfleet, KT14 7NE</td>
<td>Byfleet</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB6</td>
<td>Six Crossroads roundabout and environs, Chertsey Road, Woking, GU21 5SH</td>
<td>Horsell East</td>
<td>Essential infrastructure; (junction upgrade and improvements)</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>GB7</td>
<td>Ten Acre Farm, Smarts Heath Road, Mayford, GU22 0NP</td>
<td>Mayford Green</td>
<td>Traveller pitches</td>
<td>Delivery between 2016 and 2027</td>
</tr>
<tr>
<td>GB8</td>
<td>Nursery land adjacent to Egley Road, Mayford, GU22 0PL</td>
<td>Mayford Green</td>
<td>Residential including Affordable Housing, recreational/open space and education</td>
<td>Delivery between 2022 and 2027</td>
</tr>
<tr>
<td>GB9</td>
<td>Woking Garden Centre, Egley Road, Mayford, Woking, GU22 0NH</td>
<td>Mayford Green</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB10</td>
<td>Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane, Mayford, GU22 0NH</td>
<td>Mayford Green</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB11</td>
<td>Land to the north west of Saunders Lane, Mayford, GU22 0NN</td>
<td>Mayford Green</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB12</td>
<td>Land rear of 79-95 Lovelace Drive, Teggs Lane, Pyrford, GU22 8QZ</td>
<td>Pyrford</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB13</td>
<td>Land east of Upshot Lane and south of Aviary Road, Pyrford, GU22 8SF</td>
<td>Pyrford</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>Proposal Site reference</td>
<td>Site address</td>
<td>Ward</td>
<td>Allocated use(s)</td>
<td>Timing of delivery</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>GB14</td>
<td>Land adjacent to Hook Hill Lane, Hook Heath, Woking, GU22 0PS</td>
<td>St John’s Hook Heath</td>
<td>To meet long term development needs</td>
<td>Safeguarded to between 2027 and 2040</td>
</tr>
<tr>
<td>GB15</td>
<td>Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY</td>
<td>West Byfleet</td>
<td>Residential including Affordable Housing</td>
<td>Delivery between 2022 and 2027</td>
</tr>
<tr>
<td>GB16</td>
<td>Broadoaks, Parvis Road, West Byfleet, KT14 6LP</td>
<td>West Byfleet</td>
<td>Quality offices and research premises, residential including Affordable Housing and housing to meet the accommodation needs of the elderly</td>
<td>Delivery between 2015 and 2027</td>
</tr>
<tr>
<td>GB17</td>
<td>Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB</td>
<td>Byfleet</td>
<td>Suitable Accessible Natural Greenspace (SANG)</td>
<td>Between 2015 and 2027</td>
</tr>
<tr>
<td>GB18</td>
<td>Brookwood Farm SANG, Bagshot Road, Brookwood, GU21 2TR</td>
<td>Knaphill</td>
<td>Suitable Accessible Natural Greenspace (SANG)</td>
<td>Between 2015 and 2017</td>
</tr>
<tr>
<td>GB19</td>
<td>Mayford SANG, land to the south of Moor Lane, Mayford, Woking, GU22 9RB</td>
<td>Mayford Sutton Green</td>
<td>Suitable Accessible Natural Greenspace (SANG)</td>
<td>Between 2015 and 2027</td>
</tr>
<tr>
<td>GB20</td>
<td>First SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</td>
<td>Old Woking</td>
<td>Suitable Accessible Natural Greenspace (SANG)</td>
<td>2015/16</td>
</tr>
<tr>
<td>GB21</td>
<td>Second SANG at Gresham Mill, High Street, Old Woking, GU22 9LH</td>
<td>Old Woking</td>
<td>Suitable Accessible Natural Greenspace (SANG)</td>
<td>2019/20</td>
</tr>
<tr>
<td>GB22</td>
<td>Woking Palace, Carters Lane, Old Woking, GU22 8JQ</td>
<td>Old Woking</td>
<td>Heritage Parkland/Country Park</td>
<td>Between 2015 and 2027</td>
</tr>
<tr>
<td>GB23</td>
<td>West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG</td>
<td>West Byfleet</td>
<td>Open space</td>
<td>Between 2015 and 2027</td>
</tr>
</tbody>
</table>

Table 4: Section C - land for SANG use within the Green Belt
Table 5 in Appendix 4 sets out the anticipated capacity of each site allocation.

**Identifying sites for allocation**

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

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

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

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

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

To allocate a site the Council must ensure that it will be developable. Matters assessed to make this decision include:

**Availability:**
- contacting the site owner to identify if they are willing for their site to come forward

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

Deliverability:
• the site must be viable for development
• that all the reasonable alternative sites have been considered
• information on landscape/townscape character and, if relevant, conservation area character to inform any development
• evidence that strategic providers can service infrastructure needs
• any local infrastructure needs that need to be provided on-site
• strategic transport and highways appraisal of sites, including information on accessibility by non-car modes (public transport, walking and cycling).

The identification of sites for allocation is also informed by a broad evidence base (see Appendix 1) and the use of Sustainability Appraisal and Habitat Regulations Assessment (HRA) during drafting of the document.

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

How sites will bring forward the development planned by the Core Strategy
The Core Strategy sets outs the development planned in Woking Borough 2010-2027. National planning policy requires us to identify and allocate sufficient sites to deliver this growth and infrastructure.

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

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

Housing, including Affordable Housing
Core Strategy Policy CS10 - Housing provision and distribution plans for 4,964 net additional homes in Woking Borough between 2010 and 2027. The Council has identified sufficient specific deliverable and developable sites in the urban area to meet the housing target for around the first 13 years of the Plan (SHLAA 2011, Table 7).

Table 7: Housing supply

<table>
<thead>
<tr>
<th>Period</th>
<th>No. dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 years</td>
<td>1,699</td>
</tr>
<tr>
<td>6-10 years</td>
<td>1,485</td>
</tr>
<tr>
<td>11-15 years</td>
<td>859</td>
</tr>
<tr>
<td>Total</td>
<td>3,966</td>
</tr>
</tbody>
</table>

Source: SHLAA (2011)
This satisfies the requirement for specific deliverable sites sufficient to provide five years worth of housing supply and specific developable sites for housing provision in years 6 – 10. It also provides some certainty in the delivery of the housing requirement against any risk of certain sites not coming forward as expected in the first 10 years of the plan period. The Core Strategy also identifies Woking Town Centre as a broad location, acknowledging it will contribute to the housing land supply in the last five years of the plan period.

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

The Council’s development monitoring records delivery to date of 964 homes, between 1 April 2010 and 31 March 2014 (Table 8).

Table 8: Residential completions 2010-2014

<table>
<thead>
<tr>
<th>Monitoring year</th>
<th>2010/11</th>
<th>2011/12</th>
<th>2012/13</th>
<th>2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling completions</td>
<td>146</td>
<td>175</td>
<td>273</td>
<td>370</td>
</tr>
</tbody>
</table>

Source: AMR 2013/14 (December 2014)

The latest SHLAA was published in 2011. This has been updated to a base date of 1 April 2014. The revised figures have informed the DPD and will be published on the website.

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

The Green Belt boundary review report (2014) has recommended sites to deliver at least 550 homes in the latter part of the plan period, between 2022 and 2027, and for safeguarding to meet anticipated development needs between 2027 and 2040. This has informed the allocation of sites in this Site Allocations DPD.

Core Strategy Policy CS12 – Affordable housing indicates that, between 2010 and 2027, the overall target for Affordable Housing is 35% of all new homes, equivalent to 1,737 new affordable homes.

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

Specialist residential accommodation

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

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

The Site Allocations document allocates a variety of sites, large and small, in locations throughout the Borough. All allocated sites must accord with Core Strategy policies including CS11 and CS13. The latest identified specialist accommodation needs will be addressed by delivering a mix of residential dwellings through these developments.

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

- Smaller dwellings - one bedroom, will help to meet the accommodation needs of older and younger people;
- Family dwellings - two or more bedrooms, to meet the needs of families with children, including service families;
- Custom /self build (for those wishing to build their own homes) - the Government is proposing land for custom build to be purchased on the open market. All residential site allocations will therefore contribute to this pool of housing development land.

Land values for sites allocated for general residential development can make securing sites for more specialist accommodation such as extra care housing difficult in terms of viability and availability.

**Traveller accommodation**

Core Strategy Policy CS14 - *Gypsies, Travellers and Travelling Showpeople* states that the Council will make provision for the additional pitches needed for Gypsies and Travellers and Travelling Showpeople in the Borough between 2017 and 2027.

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

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

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

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

15
Based on the available evidence, the following would meet the identified need for Traveller accommodation to 2027. These sites are opportunities to intensify the use of existing sites within the Green Belt, which is the sequentially preferred option to identification of new sites within the Green Belt. Proposals Sites GB2 and GB3 are being proposed to be released from the Green Belt.

**Table 9: Traveller pitch delivery 2010-2040**

<table>
<thead>
<tr>
<th>Delivery mechanism</th>
<th>Number of additional pitches</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traveller pitch requirement</td>
<td>19 (2012-2027)</td>
</tr>
<tr>
<td>Temporary pitches delivered 2012 – 2014</td>
<td>2 (Five Acres)</td>
</tr>
<tr>
<td>Proposal Sites</td>
<td></td>
</tr>
<tr>
<td>12 at Ten Acre Farm (Proposal Site GB7)</td>
<td></td>
</tr>
<tr>
<td>4 at Five Acres 1 (Proposal Site GB2)</td>
<td></td>
</tr>
<tr>
<td>4 at Five Acres 2 (Proposal Site GB3)</td>
<td></td>
</tr>
<tr>
<td>Total 2010-2027</td>
<td>22</td>
</tr>
<tr>
<td>Traveller pitch requirement</td>
<td>11 (2027-2040)</td>
</tr>
<tr>
<td>Safeguarded Sites</td>
<td>The Council will identify specific site(s) to provide Traveller accommodation on safeguarded land through a future review of the Site Allocations DPD or the Core Strategy.</td>
</tr>
</tbody>
</table>

The Council will manage the release of these sites up to 2027. Where there is a need for further sites to be released these will come forward on the back of Green Belt safeguarded sites.

The Traveller Accommodation Assessment did not identify any need for a transit site locally. However the Council has committed to identify and safeguard a suitable plot for this future use. This Site Allocations DPD allocates a part of the Five Acres 1 site (Proposal Site GB2) for this purpose.

The Council will work with other authorities to identify a strategic site for Travelling Showpeople.

**Employment**

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

**Table 10** summarises how additional office floorspace (Use Class B1) will be delivered between 2012 and 2027.
Table 10: Offices (Use Class B1)

<table>
<thead>
<tr>
<th>Delivery mechanism</th>
<th>Floorspace (sq.m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Strategy requirement 2010 – 2027</td>
<td>28,000</td>
</tr>
<tr>
<td>Office completions and any outstanding office floorspace with planning permission (commitments) 2010 - 2014</td>
<td>2633</td>
</tr>
<tr>
<td>Additional office floorspace to be provided in Urban Area 2014-2027</td>
<td>35,840</td>
</tr>
<tr>
<td>Office floorspace in Green Belt release sites</td>
<td>0 (Note: Broadoaks outstanding floorspace is counted in commitments figure)</td>
</tr>
<tr>
<td>Balance</td>
<td>10,490</td>
</tr>
</tbody>
</table>

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

Table 11 summarises how additional warehousing floorspace (Use Class B8) will be delivered between 2012 and 2027.

The Core Strategy explains the clear priority is for B8. This will predominantly be met through the loss of B2 industrial floorspace, the approach agreed through the Core Strategy. For more information see the Employment Topic Paper.

Table 11: Warehousing (Use Class B8)

<table>
<thead>
<tr>
<th>Delivery mechanism</th>
<th>Floorspace (sq.m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Strategy requirement 2010 – 2027</td>
<td>20,000</td>
</tr>
<tr>
<td>Warehouse completions and any outstanding warehouse floorspace with planning permission (commitments) 2010 - 2014</td>
<td>-12,560</td>
</tr>
<tr>
<td>Warehousing in the Urban Area 2014 - 2027</td>
<td>25,889</td>
</tr>
<tr>
<td>Warehouse space in Green Belt</td>
<td>0</td>
</tr>
<tr>
<td>Balance</td>
<td>-6,671</td>
</tr>
</tbody>
</table>

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

Retail and other Town Centre uses
The Core Strategy plans for the delivery of 93,900 sq.m of additional retail floorspace. Policies CS2 – *Woking Town Centre*, CS3 - *West Byfleet District Centre* and CS4 - *Local and Neighbourhood Centres and shopping parades* set out the nature, scope and scale of town centre uses promoted.
Table 12 summarises how additional retail floorspace (Use Classes A1 – A5) will be delivered between 2012 and 2027. The broad phasing for the delivery of retail in Woking Town Centre is as set out in Core Strategy Policy CS2 – Woking Town Centre.

Table 12: Retail (Use Classes A1, A2, A3, A4 and A5)

<table>
<thead>
<tr>
<th>Delivery mechanism</th>
<th>Floorspace (sq.m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Strategy requirement 2010 – 2027</td>
<td>93,000</td>
</tr>
<tr>
<td>Retail completions 2010 - 2014</td>
<td>2,532</td>
</tr>
<tr>
<td>Retail in Woking Town Centre 2014 – 2027</td>
<td>Up to 75,300 additional A class floor space (of which 67,600 A1 retail, comprising 59,300 comparison and 8,300 convenience):</td>
</tr>
<tr>
<td></td>
<td>• 2012-2016: 17,500 A1 retail (10,800 comparison and 6,700 convenience)</td>
</tr>
<tr>
<td></td>
<td>• 2016 - 2021: 26,200 A1 retail (25,400 comparison and 800 convenience)</td>
</tr>
<tr>
<td></td>
<td>• 2021-2027: 23,900 A1 retail (up to 23,100 comparison and 800 convenience).</td>
</tr>
<tr>
<td>Retail in West Byfleet District Centre 2014 - 2027</td>
<td>Up to 13,000 A class (of which 12,500 A1 retail, comprising 10,500 comparison and 2,000 convenience)</td>
</tr>
<tr>
<td>Retail in Local Centres 2014 – 2027: Knaphill, Byfleet, Sheerwater, Goldsworth Park, Brookwood, Horsell, Kingfield, St. Johns</td>
<td>Up to 3,200 A class (of which 2,600 A1 retail comprising 900 comparison and 1,700 convenience).</td>
</tr>
<tr>
<td></td>
<td>Includes in Knaphill: up to 3,000 A class (of which 2,400 A1 retail comprising 700 comparison and 1,700 convenience).</td>
</tr>
<tr>
<td></td>
<td>In principle support for convenience retail outlet at Sheerwater.</td>
</tr>
</tbody>
</table>

The above areas are as defined on the Proposals Map.

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

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

A new Asda supermarket opened in Sheerwater in 2014.

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

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

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

Those sites which are shown to be developable and deliverable at this stage are allocated Proposal Sites set out in this document. They include the Victoria Square Development (Proposal Site UA9) and a comprehensive redevelopment in the heart of West Byfleet District Centre that will include an element of retail (Proposal Site UA52).

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

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

Specific infrastructure needs to support the development proposals of the Core Strategy are set out in the Infrastructure Delivery Plan and the Regulation 123 list of the CIL charging schedule.

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

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

With regard to the Thames Basin Heaths Special Protection Area (SPA), the Council has sufficient Suitable Alternative Natural Greenspace (SANG) land to mitigate the SPA impacts of residential development for around 11.1 years of the 15 year plan period up to 2027. The SANG land identified to mitigate against the impacts is set out in the Thames Basin Heaths Special Protection Area Avoidance Strategy.

The Council undertook detailed calculations of SANG capacity during the preparation of the Core Strategy. The calculations were based on the existing and identified SANG sites in Thames Basin Heaths Special Protection Area Avoidance Strategy. The sites comprised of Horsell Common, White Rose Lane, Brookwood Country Park, Martins Press, Heather Farm and the Hoe Valley. The Council calculated that based on the outstanding capacity of these sites and the capacity of the forthcoming sites, there was enough SANG capacity to mitigate the impact of 3255 dwellings on the SPA. That is the equivalent of 11.1 years of the housing land need to be provided within the borough in the plan period. Therefore a further 3.9 years supply of SANG needs to be identified to mitigate against the impacts of 1138 dwellings on the SPA. This is the equivalent of around 21 ha of SANG land that needs to be identified to meet the shortfall.
This Site Allocations document distinguishes between those SANGS which are already in operation and those sites which the Council has an aspiration to bring forward for SANG use in the future; only the latter are recommended for allocation. Existing SANG sites at Brookwood Country Park, Hoe Valley White Rose Lane, Horsell Common Monument Road, and Heather Farm do not need to be allocated as they are already in use for this purpose.

The Site Allocations identifies around 48 hectares of land which has the potential to be transformed into SANG. There may be some overlap between the calculation above and the new sites below, however the potential SANG being considered is significantly higher than the identified shortfall, therefore the Council is confident that the combination of the existing and new sites will ensure there is sufficient SANG land to meet the projected growth within the borough up to 2027.

The remaining years of the plan period will be serviced by new SANG sites coming onto stream. This document allocates the following new sites for SANG purposes:

- Bylefleet SANG (Proposal Site GB17)
- Brookwood Farm SANG (Proposal Site GB18)
- Mayford SANG (Proposal Site GB19)
- Two SANG sites at Gresham Mill (Proposal Site GB20 and GB21)

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

- West Byfleet Junior and Infant School Playing Fields (Proposal Site GB23)

These sites are set out in full in Section C.

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

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

The Site Allocations DPD identifies specific sites for development, protection and safeguarding and in accordance with this requirement will have to be indicated on a Proposals Map. A Proposals Map has been adopted alongside the Core Strategy. This has been updated to incorporate the proposals of the Site Allocations DPD (available separately). Table 13 summarises the proposed site allocation Proposal Map amendments by ward.
Developing in accordance with the Site Allocations

It is expected that development should meet in full the key requirements of the Proposals and any other relevant requirements of the Core Strategy and the Development Management Policies DPD, unless there is a reasoned justification backed by evidence not to do so.

It is important to emphasise that Surrey County Council has undertaken an officer level Strategic Transport Assessment of the transport aspects of the proposed Green Belt sites to consider the adequacy of local highway transport and accessibility to local services and has identified no in-principle objections to the development of the sites.

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

Estimated development yields

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

Estimates provide an indication of the potential amount of new development the Council anticipates a site could deliver. The development achievable on a site will ultimately be determined once a planning application is submitted and determined.
Table 13: summary of the proposed changes to the Proposals Map by ward

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

<table>
<thead>
<tr>
<th>Ward</th>
<th>Development, infrastructure sites in the Urban Area/ Village</th>
<th>Development, infrastructure sites to be taken out of the Green Belt, between 2010 and 2027</th>
<th>Green Belt land safeguarded to meet long term Development needs, between 2027 and 2040</th>
<th>Land for SANG use within the Green Belt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Section A</td>
<td>Section B</td>
<td>Section B</td>
<td>Section C</td>
</tr>
<tr>
<td>Brookwood</td>
<td>n/a</td>
<td>n/a</td>
<td>✓</td>
<td>n/a</td>
</tr>
<tr>
<td>Byfleet</td>
<td>✓</td>
<td>n/a</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Goldsworth East</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Goldsworth West</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Horsell East Woodham</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Horsell West</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Kingfield Westfield</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Knaphill</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>✓</td>
</tr>
<tr>
<td>Maybury Sheerwater</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Mayford Sutton Green</td>
<td>n/a</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mount Hermon East</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Mount Hermon West</td>
<td>✓</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Old Woking</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>✓</td>
</tr>
<tr>
<td>Pyrford</td>
<td>n/a</td>
<td>n/a</td>
<td>✓</td>
<td>n/a</td>
</tr>
<tr>
<td>St John's Hook Heath</td>
<td>✓</td>
<td>n/a</td>
<td>✓</td>
<td>n/a</td>
</tr>
<tr>
<td>West Byfleet</td>
<td>✓</td>
<td>✓</td>
<td>n/a</td>
<td>✓</td>
</tr>
</tbody>
</table>
SITE ALLOCATIONS PROPOSAL SITES

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

Section A – Development and infrastructure in the Urban Area/Village

These sites are located in the existing built up areas of the Borough. These areas are known as the Urban Area or, in the case of Mayford, as an identified Village settlement. They are defined on the Proposals Map accompanying the Core Strategy.

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

Delivery of these sites is expected between 2015 and 2027.
Byfleet

Proposal reference: UA1
Site address: Library, 71 High Road, Byfleet, KT14 7QN
Policy UA1: Library, 71 High Road, Byfleet, KT14 7QN

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- Any proposal will need to include a replacement community facility (library);
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the block;
• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
• A development density of 90 dph is recommended. This is just above the indicative density range established in Core Strategy Policy CS10 for infill development within the rest of the urban area;
• Core Strategy Policy CS10 provides an indicative density range for development within Byfleet District Centre of 50-100 dph. A development density of 90 dph is recommended for this site;
• The site is within Flood Zones 1 and 2. Development is recommended to take place in flood zone 1 (Core Strategy Policy CS9 advises that development in flood zone 2 will only be considered if it can be demonstrated that there are no suitable alternatives in areas at lower risk, as demonstrated through a Flood Risk Assessment);
• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site, including the achievement of BREEAM ‘very good’ standards for any non-residential buildings over 1,000 sq.m;
• Due to the proximity of adjacent roads, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity;
• The development should retain any trees of amenity value (and protect trees adjacent to the site boundary) and appropriate landscaping should be provided.

Reasoned justification: This site is lies in Byfleet Local Centre, with local services such as schools, shops and GP surgeries close by.

Redevelopment of the site would have a regenerative effect and provide improvements to the street scene and could provide additional community facilities with the replacement library on the lower floors.

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

Delivery arrangements:
• It is expected that the site would come forward for development during the next 5 years of the Core Strategy period;
• The land is in the ownership of Surrey County Council and there are no known legal or other ownership problems associated with the site.

Key evidence base:
• Strategic Housing Land Availability Assessment (SHLAABY046)
• Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Character Study
Goldsworth East

Proposal reference: UA2

Site address: Trizancia House, Thomsen House and 72 (Woodstead House), Chertsey Road, Woking, GU21 5BJ
Policy UA2: Trizancia House, Thomsen House and 72 (Woodstead House), Chertsey Road, Woking, GU21 5BJ

This 0.19 ha site is allocated for mixed use development to comprise of residential including Affordable Housing and offices.

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

- The site and the adjacent Proposal Site UA3 (Chester House) and Proposal Site UA4 (Kings Court) to be the subject of comprehensive development brief to ensure an integrated and efficient approach to development of the area. This will be a pre-requisite to the development of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• An effective access arrangement to ensure highway safety (the existing access is shared)

• Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to adjoining streets;

• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• The building development scheme should consider local and long distance views of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The development should retain any trees of amenity value;

• Appropriate landscaping should be provided;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• Design of development to have regard to Basingstoke Canal Conservation Area and its setting;

• Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation may be necessary.
Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises offices. The site is within Woking Town Centre High Accessibility Zone.

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

The Trizancia House portion of the site (plus Chester House) is the subject of a current planning application (PLAN/2014/0759) proposing in outline a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents’ gym and games room with communal roof garden following demolition of the existing buildings. No decision has been made on this application.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6 - 10 years;
- This site is in multiple ownership;
- The site is part vacant and is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE006)
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Planning permission PLAN/2014/0759

- Due to the proximity of roads, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
Proposal reference: UA3
Site address: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ
Policy UA3: Chester House, 76-78 Chertsey Road, Woking, GU21 5BJ

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

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

- The site and the adjacent Proposal Site UA2 (Trizancia House) and Proposal Site UA4 (Kings Court) to be the subject of comprehensive development brief to ensure an integrated and efficient approach to development of the area. This will be a pre-requisite to the development of this site;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Comprehensive redevelopment to consider the context, including adjoining proposed allocated sites;
- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Appropriate and adequate provision of car and cycle parking that takes into account
the site’s sustainable location and will not compromise on highway safety;

- A Transport Statement may be required to assess likely transport impacts;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- A development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Design of development to have regard to Basingstoke Canal Conservation Area and its setting;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any redevelopment of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation required and remediation likely to be needed;
- Due to the proximity of the road, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
**Reasoned justification:** The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It comprises operational office premises. The site falls within Woking Town Centre High Accessibility Zone.

The existing building is four storeys. There is opportunity here to redevelop these outdated offices to provide modern offices.

Chester House forms part of the site the subject of a current planning application (PLAN/2014/0759) proposing in outline a mixed use development comprising of an eight storey building (Block A) for offices, restaurant, residential staff and leisure accommodation and an 11 storey building (Block B) for offices partly at the first floor and 64 flats, with a residents’ gym and games room with communal roof garden following demolition of the existing buildings. No decision has been made on this application.

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

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

**Delivery arrangements:**
- It is expected that the site would come forward for development during the next 6 - 10 years;
- The land is known to be available;
- The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAE076)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

**Proposal reference:** UA4
Site address: Kings Court, Church Street East, Woking, GU21 6HA
Policy UA4: Kings Court, Church Street East, Woking, GU21 6HA

This 0.14 ha. site is allocated for a mix of residential including Affordable Housing and office uses.

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

- The site and the adjacent Proposal Site UA2 (Trizancia House) and Proposal Site UA3 (Chester House) to be the subject of comprehensive development brief to ensure an integrated approach to development of the area. This will be a pre-requisite to the development of this site;

- Community Infrastructure Levy towards infrastructure provision;

- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;

- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;

- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;

- Detailed transport assessment to determine site specific transport mitigation;
measures. The transport assessment should take account of proposed developments in the vicinity of the site;

- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Chertsey Road;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of
Reasoned justification: The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises office premises. The site falls within Woking Town Centre High Accessibility Zone. This is a four storey brick office building located at a prominent junction on Chertsey Road. Redevelopment of the site would enhance its prominent location. There is currently an extant permission on the site to intensify the office use and for the erection of a new residential building to the rear (renewal PLAN/2013/0968). There is opportunity to redevelop these outdated offices to a mixed use scheme comprising of residential and offices. It is anticipated that the site will yield at least 14 dwellings and 3157 sq.m net additional office floorspace (4780 sq.m gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 5 years;
- This site is in single ownership;
- The land is known to be available;
  The Council is taking an active interest to facilitate the development of this and adjacent sites. There is a joint development agreement in place.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE028)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA5
Site address: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS
Policy UA5: The Cornerstone, The Broadway and Elizabeth House, Duke Street, Woking, GU21 5AS

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;
- Comprehensive redevelopment of the site taking into account the setting of the adjacent Woking Town Centre Conservation Area and its setting;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety (the existing access is shared);
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street on all sides;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. There may be scope for a taller building on this site;
- The development should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required;
- Due to the proximity of the road and railway line, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
**Reasoned justification:** This site is located in a sustainable location within the Town Centre. The existing office space is rated as poor by the Employment Land Review and there is a high vacancy rate.

The existing building is four storeys in height and lacks architectural merit. It occupies an island site, adjacent to the Conservation Area. It is anticipated that the site will yield up to 46 dwellings and 1000 additional sq.m office floorspace (6000 sq.m gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

**Delivery arrangements:**
- It is expected that the site would come forward for development during the next 11 – 15 years;
- The landowner has been contacted
- Phasing of the development will not be required.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAGE026)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA6

Site address: Land at Albion House, High Street, Woking, GU21 6BD
Policy UA6: Land at Albion House, High Street, Woking, GU21 6BD

This 0.2ha site is allocated for a mixed use redevelopment to comprise residential including Affordable Housing, office and retail.

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA7 and UA8);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from Woking
Railway Station;

- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety (existing parking is at basement level);
- An effective access arrangement to ensure highway safety. The existing access is shared, however future pedestrianisation of the east section of Commercial Way will require a new access to be formed, potentially requiring the acquisition of additional land/buildings to achieve;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality, in keeping with the grain of adjacent development and enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the three streetscenes;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- Development must carefully consider the adjacent Locally Listed Buildings and Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- The existing canopy abuts the existing building which may limit the design of any scheme for redevelopment;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities to incorporate green roofs/walls or roof gardens;
- The site is within the Primary Shopping Area and forms part of designated Primary and Secondary Shopping Frontages. A1 retail is protected in the primary frontage. In the secondary frontage, A1 retail use should be retained on the ground floor, except where evidence demonstrates an alternative A Class use would not have a significant harmful effect on the frontage, crime and disorder and the vitality and viability of the Town Centre;
Reasoned justification: The site occupies a prominent location opposite the main entrance to the Woking Railway Station. With an excellent train services nearby combined with its close proximity to key Town Centre services and facilities, the site is in a sustainable location for the proposed mix of use. The Railway Station is a focal point for the Town Centre and, in this regard, a high quality designed development of the site will provide a welcoming and attractive entrance to the Town Centre at this key arrival point. This will complement the Council’s general regeneration ambitions for the Town Centre.

The site abuts the Town Centre Conservation Area and locally listed buildings (1 – 5 and 6 – 10 Chertsey Road, 1 – 3 High Street and 40 – 42 Commercial Way). A careful balance will have to be struck between the need to ensure that the development of the site with regard to scale, bulk, layout and design befits a prominent gateway location whilst at the same time enhancing the setting, character and appearance of the nearby heritage assets.

The design of development on the site should respond to its constraints such as the adjacent canopy and noise impacts from the railway and nearby Town Centre uses to ensure the sustainable development of the site.

It is important that the development complements that of other Woking High Street allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the Albion House site will yield up to 100 dwellings. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable. Existing office floorspace should be re-provided on site as part of the development, to ensure no loss of employment floorspace.
Delivery arrangements:
- It is expected that the site would come forward for development during the next 6 – 10 years
- It would be a developer-led scheme;
- The site is in single ownership and phasing of the development will not be required;
- The Council has taken an active interest in the past to facilitate the development of the site and will be willing to continue to do so.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAGE011)
- Employment Land Review
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA7
Site address: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN
Policy UA7: 1-12 High Street and 26-34 Commercial Way, Woking, GU21 6EN

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

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA6 and UA8);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments
in the vicinity of the site;

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

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

Site provides a gateway to this section of the Town Centre and there would be scope to provide a higher density development although retail development would be required, to ensure active frontages at ground floor level.

It is important that the development complements that of other Woking High Street allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the site could yield at least 149 net additional dwellings, 1600 sq.m office floorspace (2000 sq.m gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

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

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE031)
- Core Strategy examination note WBC17A
• Employment Land Review
• Employment Topic Paper
• Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Character Study
• Heritage of Woking
Proposal reference: UA8
Site address: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW
Policy UA8: 2-24 Commercial Way and 13-28 High Street, Woking, GU21 6BW

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

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

- Development to complement that of other Woking High Street allocated sites, to ensure effective integration of the development (see also Proposal Sites UA6 and UA7);
- A contribution to enhance a multi-modal transport interchange facility in the vicinity of the north of the Station (see Proposal Site UA23);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
• Servicing areas should be accommodated within the block;

• An effective access arrangement to ensure highway safety, taking into account the potential future pedestrianisation of this end of Commercial Way in the future;

• Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• Regard to be given to the permitted Victoria Square development scheme (Proposal Site UA9), including the adjacent new public space;

• The building development scheme should consider local and long distance views of the development;

• Design of development to protect and enhance the Conservation Area and listed buildings in the vicinity and their setting;

• Building footprints should be of an appropriate scale to reflect the traditional grain and character of the area, the use of small floor plates is suggested;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

• Appropriate landscaping should be provided;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;

• Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required with the potential for some remediation to be required.

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

• Existing office floorspace to be re-provided and new provision should seek to address the needs of small businesses.

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

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

Site provides a gateway to this section of the Town Centre and there would be scope to provide a higher density development although retail development would be required, to ensure active frontages at ground floor level.

It is important that the development complements that of other Woking High Street allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the site could yield at least 200 net additional dwellings, 400 sq.m office floorspace (2000 sq.m gross) and retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

**Delivery arrangements:**

• It is expected that the site would come forward for development during the next 6 – 10 years;

• The site is in multiple ownership, some land assembly required.

**Key evidence base:**

• Strategic Housing Land Availability Assessment (SHLAAGE029)

• Core Strategy examination note WBC17A

• Sustainability appraisal

• Habitat Regulations Assessment

• County Highway Authority Transport Assessment

• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Character Study
Proposal reference:  UA9
Site address:  Victoria Square Development, Church Street West, Woking, GU21 6HD
Policy UA9: Victoria Square Development, Church Street West, Woking, GU21 6HD

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Buildings should be of exceptional design quality - significant environmental improvements have been implemented within the Town Centre in the past few years and this major scheme should reflect the high quality standard being established in the town;
- Development should improve the arrival experience to the Town Centre from Woking Railway Station;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account
the site's sustainable location and will not compromise on highway safety (existing parking is at basement level);

- An effective access arrangement to ensure highway safety (existing access shared);
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality, in keeping with the grain of adjacent development and enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the three streetscenes;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The building development scheme should consider local and long distance views of the development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities to incorporate green roofs/walls or roof gardens;
- The site is within the Primary Shopping Area and forms part of designated Primary Frontages. A1 retail is protected in the primary frontage;
- Due to the built-up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre-development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
Reasoned justification: The site currently comprises the existing fire station, the market site, post office, Boots store (Wolsey Place), a 1960s office building and adjoining land and a small area of public open space. Planning permission has been approved subject to a legal agreement (PLAN/2014/0014) for the redevelopment of the area including the creation approximately 11,000 sq.m of retail floorspace, medical centre, hotel, spa, gym, and 392 residential apartments. The proposal will also include associated facilities and infrastructure including a local energy centre, public open space, car parking and highways work.

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

The Core Strategy Policy CS2 Woking Town Centre - identifies the need to provide 75,000 sq.m of retail floorspace and 2180 residential units within the Town Centre by 2027. This is to ensure Town Centre remains competitive and continues to thrive as a primary economic and retail hub in future. The Town Centre is the most sustainable location within the Borough.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 5 years;
- The site is in public and private sector ownership and is the subject of a joint venture arrangement;
- Phasing of the development will be required;
- The Council has taken an active interest in the past to facilitate the development of the site and will be willing to continue to do so.
Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE030)
- Core Strategy examination note WBC17A
- Local Plan 1999
- Town, District and Local Centres study
- Employment Land Review
- Employment Topic Paper
- Planning permissions PLAN/2014/0014 and PLAN/2014/0015
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA10
Site address: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ
Policy UA10: The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ

This 0.4 ha. site is allocated for a mixed use development to comprise of residential including Affordable Housing and community facilities.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;
- Core Strategy Policy CS10 provides an indicative density range for development in Woking Town Centre in excess of 200 dph;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Design of development to have regard to this prominent corner position;
- Servicing areas should be accommodated within the block;
• An effective access arrangement to ensure highway safety;
• Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. In this respect the earlier planning history of the site is relevant;
• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
• The development should respect the privacy of adjoining properties and prevent overlooking;
• The building development scheme should consider local and long distance views of the development;
• Any buildings in this location should be of exceptional design quality;
• Development should protect and enhance the adjacent locally listed buildings;
• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
• The development should retain any trees of amenity value;
• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
• The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be
Reasoned justification: The site is located within Woking Town Centre. It is at the corner of Church Street West and Oaks Road and currently consists of a two storey church building with some outbuildings to the rear of the site and 7, two-storey residential properties along Oaks Road. The site is located within an inner gateway junction into the Town Centre.

There is planning permission (PLAN/2014/0941) for a new 2,948 sq.m community building (D1) and 85 residential properties.

The site is well served by public transport and is within walking distance of the Woking Town Centre Primary Shopping Area and Woking Railway Station, within the Town Centre.

It is anticipated that the site could yield of around 78 net additional dwellings (85 gross) and additional community floorspace (3000 sq.m. gross).

Delivery arrangements:

- It is expected that the site would come forward for development within the next 5 years
- The land is in single ownership and the land is available;
- There is known interest in bringing the site forward.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE062)
- Planning Applications PLAN/2013/1207 and PLAN/2014/0941
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA11

Site address: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ
Policy UA11: Former Goldsworth Arms PH, Goldsworth Road, Woking, GU21 6LQ

This 0.12ha. site is allocated for residential use, including Affordable Housing. To achieve this, the development must address the following key requirements.

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Active frontages to enhance the streetscene;
- Development to address this prominent corner position;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address both Goldsworth Road and Poole Road street
scenes on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- The building development scheme should consider local and long distance views of the development;

- Any buildings in this gateway location should be of exceptional design quality;

- Development should improve the arrival experience to the Town Centre from Goldsworth Road;

- Design of development to have regard to this corner site;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- Design to consider impact on setting of adjacent locally listed building;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;

- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation/site assessment required and remediation may be required, dependent upon sensitivity of proposed use(s)

- The site could come forward for development as part of any future development of the Poole Road Industrial Estate (Proposal Site UA17).

- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect
Reasoned justification: The site contains a derelict public house (ceased trading in 2011) with car parking to the rear. It is located at a key location as you enter Woking Town Centre from the west. A recent application was submitted seeking prior approval to demolish the buildings (PLAN/2014/1320).

The site is triangular in shape and is bound by Goldsworth Road to the north and Poole Road to the south. There are currently a number of land uses adjacent to the site, including a mixed use residential and retail development at 1-63 Goldsworth Road, commercial development along Goldsworth Road and industrial uses within the Poole Road/Butts Road employment area.

The site is within Woking Town Centre. It is within walking and cycling distance of key services and facilities including schools, Woking Hospital and Woking Railway Station. It is also adjacent to an existing cycle route and is served by a regular bus service.

A redevelopment of residential is considered a more effective use of the site. It is anticipated that the site could yield up to 33 dwellings.

Delivery arrangements:
- It is expected that the site would come forward for development during the next 5 years;
- It would be a developer-led scheme;
- The site is currently vacant (ceased trading in 2011) and is known to be available for development.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAGE074)
- Sustainability Appraisal
- Planning Application PLAN/2012/0736
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Prior approval application PLAN/2014/1320
Proposal reference: UA12

Site address: 113-129 Goldsworth Road, Woking, GU21 6LR
Policy UA12: 113-129 Goldsworth Road, Woking, GU21 6LR

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

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

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

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The building development scheme should consider local and long distance views of the development;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- Buildings should be of exceptional design quality;

- Development should improve the arrival experience to the Town Centre from Goldsworth Road;

- The site is in an edge of Town Centre location and should reflect this in its design. Development in this area should step down to respect the existing adjacent low-rise residential areas.

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

- Development to address this prominent corner position;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

- Historical contaminative uses may have led to soil and groundwater contamination
Reasoned justification: This site is located within Woking Town Centre at the corner of Goldsworth Road and Vale Farm Road. The existing buildings on the site vary between one and three storeys in height and uses range from retail, office and sui generis.

The site has a significant frontage on Goldsworth Road and forms a corner plot at the Goldsworth Road roundabout. Any proposed development at this gateway roundabout on Goldsworth Road should contribute towards enhancing the approach to the Town Centre from the west of the Borough.

The site has good access to public transport and key services by both foot and cycling. Any development on the site will need to ensure it is of a scale and height that will respect the residential properties to the rear as well as improve the active frontage along Goldsworth Road.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11-15 years;
- The land is in multiple ownership and there are a number of existing tenancies
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE018)
- Sustainability Appraisal
- Employment Topic Paper
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study

that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation likely to be necessary;

- Active frontages to enhance the streetscene;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
Proposal reference: UA13

Site address: MVA and Select House, Victoria Way, Woking, GU21 6DD
Policy UA13: MVA and Select House, Victoria Way, Woking, GU21 6DD

This 0.15 ha. site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA14, UA15 and UA16);
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The building development scheme should consider local and long distance views of the development;

- Buildings should be of exceptional design quality;

- Development should improve the arrival experience to the Town Centre from the south of the Borough;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

- The development should retain any trees of amenity value;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation may be necessary.
(dependent upon development uses and building design);

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

**Reasoned justification:** The site is 0.16 ha. of previously developed land within the Town Centre, located on a prominent junction between Victoria Way and Church Street West. The former four storey office building on this site has been demolished, it is currently vacant.

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

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the site could yield at least 16,719 sq.m office floorspace (16,719 sq.m gross).

**Delivery arrangements:**

- It is expected that the site would come forward for development during the next 6-10 years;
- It would be a developer-led scheme;
- The site is in single ownership;
- The landowner has been contacted.

**Key evidence base:**

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE010)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA14
Site address: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ
Policy UA14: 1-7 Victoria Way and 1-29 Goldsworth Road, Woking, GU21 6JZ

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA15 and UA16);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 40% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to 3 storey at 31 Goldsworth Road;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- Buildings should be of exceptional design quality and have regard to this prominent corner position and vibrancy at ground floor level;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The development should retain any trees of amenity value;
- Development should consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;

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

**Reasoned justification:** This site is currently made up of the Woking Job Centre Plus (15-29 Goldsworth Road) and a number of ground floor retail units with a mix of residential and commercial uses at first and second floor level. To the rear of the properties are servicing areas and private car parking. All of the existing buildings are three storey in height.

With the development of the proposed Victoria Square scheme, the site will be considered to be within a transition area between the approved high density Victoria Square Development and the edge of Town Centre buildings along Goldsworth Road. There is therefore an opportunity to intensify the use of the site to reflect this transition in building heights. Due to the existing mixed use development on the site, the principle of a mixed use is acceptable.

The site is well served by public transport, with several frequent bus services and Woking Railway Station within a short walking distance. It is adjacent to the Woking Town Centre Primary Shopping Area and is within the Woking Town Centre High Accessibility Zone.

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the site could yield at least 55 dwellings, 1200 sq.m office floorspace (3000 sq.m gross), and retail floorspace.

**Delivery arrangements:**

- It is expected that the site would come forward for development during the next 11-15 years;
- The site is in multiple ownership and land assembly may be complex.
- The landowners have been contacted.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAAGE068)
- Sustainability Appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA15
Site address: Synergy House, 8 Church Street West, Woking, GU21 6DJ
Policy UA15: Synergy House, 8 Church Street West, Woking, GU21 6DJ

This 0.02 ha. site is allocated for office development.

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA14 and UA16);
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

The building development scheme should consider local and long distance views of the development;

Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

The development should retain any trees of amenity value;

Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;

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

Retain electricity sub-station;

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

**Reasoned justification:** This is a small two storey building set amongst surrounding high density development along Church Street West. The surrounding buildings vary from four storeys to ten storeys. The adjacent building is the recently built hotel which is ten storeys. Synergy House is dwarfed in comparison.

There is opportunity to redevelop the site to maximise the efficiency of the land.
It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

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

It is anticipated that the site could yield at least 900 sq.m office floorspace (1000 sq.m gross).

**Delivery arrangements:**
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted

**Key evidence base:**
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA16

Site address: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT
Policy UA16: 30-32, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road, Woking, GU21 6JT

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

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

- Development to complement that of other Western Approach allocated sites, to ensure effective integration of the development (see also Proposal Sites UA13, UA14 and UA15);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- Relocation of the existing community floorspace should be sought;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
• An effective access arrangement to ensure highway safety;

• Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• Development will need to carefully consider the transition in building heights from 34 storeys at Victoria Square to six storeys at the proposed Woking Fire Station;

• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

• The building development scheme should consider local and long distance views of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• Buildings should be of exceptional design quality;

• Design of development to have regard to this prominent position and vibrancy at ground floor level;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

• The development should mitigate the impact of noise from the adjacent railway line to protect residential amenity;

• The development site will need to ensure it does not impede the future widening of Victoria Arch Tunnel at Victoria Way which is an allocated infrastructure.
Reasoned justification: This site is located within Woking Town Centre. It is triangular in shape and is bounded by Goldsworth Road to the north and a railway embankment to the south. The existing site is made up of commercial floorspace, Woking Railway and Athletic Club, a retail unit at the corner of Victoria Way and a vacant bar/public house (30 Goldsworth Road). To the rear of the existing buildings are servicing areas and car parking.

Any mixed use development on the site will need to include high quality office floorspace to replace the existing as well as provide additional if viable. The principle for mixed use development has already been established on the site through the grant of planning permissions (PLAN/2007/1298 and PLAN/2008/1350).

The site is located between the proposed Victoria Square Development and the proposed Woking Fire Station on Goldsworth Road. Any development on the site would need to be designed to provide a transition between the building heights at either end.

The allocated site is within walking distance of Woking Railway Station, Woking Primary Shopping Area and several key services and facilities. It is also within the Woking Town Centre High Accessibility Zone and is considered a sustainable location for a high density mixed use development.

It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.

The development of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds. It is anticipated that the site could yield at least 125 dwellings, 1500 sq.m additional office floorspace (10,000 sq.m gross) and retail floorspace.

Delivery arrangements:

- It is expected that the site would come forward for development during the next 6-10 years;
• The site is in multiple ownership, some land assembly will be required.
• The majority of the site (excluding Systems House) is currently in operational use
• Landowners have been contacted to determine the availability of site for development.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAGE066)
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA17

Site address: Poole Road Industrial Estate, Woking, GU21 6EE
Policy UA17: Poole Road Industrial Estate, Woking, GU21 6EE

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

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

- Development of individual parts of the site to complement others within the overall estate, to ensure effective integration of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The corner of the site adjacent to the roundabout at Goldsworth Road forms part of
the gateway entrance to the Town Centre along Goldsworth Road. Any development at this corner should enhance the gateway and contribute to the sense of arrival into the Town Centre;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The development should mitigate the impact of noise from the adjacent railway line;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens; The development should retain any trees of amenity value and protect trees adjacent to the site boundary;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved and provide a new Energy Station (see the Climate Change SPD for guidance and contacts);
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier.
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site could come forward for development as part of any future development of the former Goldsworth Arms Public House (Proposal Site UA11);
- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation and remediation would be required;
Reasoned justification: The site is a designated employment area and made up of predominantly one and two storey commercial warehouse units. The existing units have high occupancy rates and any proposed development of the site would need to make provision for the relocation of the existing businesses or incorporate them into the new scheme.

Although the site is not within Woking Town Centre, it is in close proximity and therefore has excellent access to public transport, services and facilities. The site is therefore considered to be suitable for intensification of the employment use to provide for offices and warehousing.

The corner of the site located at the roundabout on Goldsworth Road forms part of the western approach into the Town Centre. Any development at this location should contribute towards enhancing this gateway as well as respect the scale of development located along Goldsworth Road.

The site comprises many smaller sites that together form the industrial estate. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important employment site. Some businesses may wish to relocate or achieve new premises through redevelopment within the estate.

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

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Fire Station site, as this development is under construction.

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

Delivery arrangements:

- It is expected that the site would come forward for development during the next 11 – 15 years;
- This would be as a joint council and developer-led scheme;
- Properties will be in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Strategic Housing Land Availability Assessment (SHLAAGE010)
- Core Strategy examination note WBC17A
- Sustainability Appraisal
- Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Climate Change SPD
• Character Study
Proposal reference: UA18

Site address: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ
Policy UA18: The Big Apple American Amusements Ltd, H.G. Wells Conference Centre, the former Rat and Parrot PH, 48-58 Chertsey Road, Woking, GU21 5AJ

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

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

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

• A Travel Plan to minimise car use of prospective occupants of the development;

• Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site;

• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• An effective access arrangement to ensure highway safety;

• Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

• The building development scheme should consider local and long distance views of the development;

• Development should protect and enhance the character of the adjacent Town Centre Conservation Area the setting of this and nearby locally listed buildings;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

• The development should retain any trees of amenity value;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be
Reasoned justification: The site is within the Town Centre close to the station and so accessibility to public transport and key services (schools, GP surgeries) by bike and foot is excellent. It is also within the Woking Town Centre Primary Shopping Area and Secondary Shopping Frontage.

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

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

It may be possible to re-provide the existing conference facility at HG Wells as part of the hotel permitted within the Victoria Square Development (Proposal Site UA9) however it is too early to confirm this at this time.

The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important Town Centre site.

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

It is anticipated that the site could yield at least 67 dwellings, leisure and community facilities. Any existing office floorspace within the site would also need to be re-provided as part of any proposed scheme. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:
It is expected that the site would come forward for development the next 11-15 years;
This would be as a developer-led scheme;
Properties will be in multiple ownership therefore land assembly may need to be resolved for the comprehensive redevelopment of the area.
There is potential for the site to also include Crown House;
48 and 50/52 Chertsey Road known to be available;
Some of the units are vacant and have been for some time.
The landowner has been contacted.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAGE070)
- Core Strategy examination note WBC17A
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA19

Site address: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN
Policy UA19: Chertsey House, 61 Chertsey Road, Woking, GU21 5BN

This 0.12 ha. site is allocated for office development.
To achieve this, the development must address the following key requirements.

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

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The building development scheme should consider local and long distance views of the development;

- Buildings should be of exceptional design quality;

- Development should improve the arrival experience to the Town Centre from Chertsey Road;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

- The development should retain any trees of amenity value;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;

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

- Historical contaminative uses in the area may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be necessary, which might lead to a need for remediation, dependent upon the development uses and building design;

- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
**Reasoned justification:** The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. The site falls within Woking Town Centre High Accessibility Zone. The existing building is a two storey office building, located on a prominent corner.

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

There is opportunity to extend the building to intensify the office use in this gateway location. It is anticipated that the site could yield 740 sq.m additional office floorspace (1000 sq.m gross).

**Delivery arrangements:**

- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

**Key evidence base:**

- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA20
Site address: Griffin House, West Street, Woking, GU21 6BS
Policy UA20: Griffin House, West Street, Woking, GU21 6BS

This 0.08 ha. site is allocated for office development.

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

- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of
Reasoned justification: This site is in a sustainable location within the Town Centre. The existing office building is a four storey brick building with parking to the rear. The offices are in use and are considered to be good quality. However, the site is low density in comparison to the surrounding offices in this location. There is potential to intensify the office use on this site.

It is anticipated that the site could yield at least 1000 sq.m office floorspace (1700 sq.m gross) and could come forward for development alongside Proposal Site UA21 as part of a comprehensive redevelopment. Due to the close proximity of Christ Church (Grade II Listed), any development must have regard to the heritage asset and its setting.

Delivery arrangements:
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:
- Employment Land Review
• Employment Topic Paper
• Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Character Study
Proposal reference: UA21

Site address: Concorde House, 165 Church Street East, Woking, GU21 6HJ
Policy UA21: Concorde House, 165 Church Street East, Woking, GU21 6HJ

This 0.1 ha. site is allocated for office development.

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

- Appropriate and adequate provision of car and cycle parking that takes into account the site's sustainable location and will not compromise on highway safety;
- A Travel Plan to minimise car use of prospective occupants of the development;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- An effective access arrangement to ensure highway safety;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and...
Reasoned justification: This site is in a sustainable location within the Town Centre. The building is a four storey office building, currently in use. These are good quality offices however they are low density. There is opportunity to intensify the current office use. The site lies opposite Christ Church, a Grade II listed building, and therefore the site would require careful design.

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

Delivery arrangements:
- It is expected that the site would come forward for development during the next 11-15 years;
- The landowner has been contacted.

Key evidence base:
- Employment Land Review
- Employment Topic Paper
• Strategic Housing Land Availability Assessment (SHLAAGE063)
• Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Character Study
Proposal reference: UA22
Site address: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE
Policy UA22: Spectrum House, 56 Goldsworth Road, Woking, GU21 6LE

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

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

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

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The building development scheme should consider local and long distance views of the development;

- Development should protect and enhance the adjacent locally listed buildings;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

- The development should protect any trees of amenity value within or adjacent to the site;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

- Historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any change of use of this site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency. Investigation would be required and remediation may be necessary (dependent on findings and building design);

- Due to the proximity to the road / railway line the development would need to
Reasoned justification: This is a three storey 1980s/90s office building located along Goldsworth Road. The building currently has prior approval for change of use to twelve flats (PLAN/2014/0144). However there is opportunity for the redevelopment of the site into a mixed use scheme comprising of offices with some residential above.

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

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

Delivery arrangements:

- It is expected that the site would come forward for development during years 1 - 5 of the Core Strategy period;
- The site is currently vacant and is available for development immediately.

Key evidence base:

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

consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity.
Proposal reference: UA23

Site address: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE
WOKING RAILWAY STATION, BUS/RAIL INTERCHANGE, RAILWAY FLYOVER AND VICTORIA ARCH, HIGH STREET, BROADWAY, STATION APPROACH AND VICTORIA WAY, WOKING, GU22 7AE
Policy UA23: Woking Railway Station, bus/rail interchange, railway flyover and Victoria Arch, High Street, Broadway, Station Approach and Victoria Way, Woking, GU22 7AE

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

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

- Development should improve the arrival experience to the Town Centre;
- Any buildings or improvements to the public realm should be of exceptional design quality;
- Development should protect and enhance the character of the Town Centre Conservation Area, statutory and locally listed buildings;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site,
Reasoned justification: The Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014) for Woking explains that capacity on the South West Main (railway) Line is a key issue affecting Woking. Woking station is the second busiest railway station in Surrey (based on annual station entries and exits, and approximately 69% of passengers travelling from Woking travel to London terminals (Local Transport Strategy for Woking).

There is presently a poor interchange between different modes of transport in and around the railway station. Whilst there is good provision for cycle-rail interchange to the south of the station, better provision could be made to the north of the station. Bus waiting facilities are poor and not well-signed from the northern exit of the station, despite being located nearby (Local Transport Strategy for Woking). One potential solution is the development of a ‘transport interchange hub’ at Woking railway station to improve passenger experience in changing between modes’ (paragraph 5.11).

This would complement other improvements to rail-related infrastructure, such as the potential grade separated ‘flyover’ at Woking. The Wessex Route Study considers options for the long term delivery of Main Line growth. All three options include Woking Grade Separation as a priority. The Council supports the Grade Separation with the enhanced platform capacity option to provide an additional through platform by extending platform 6; this would enable a larger number of high peak services to call at Woking.

Capacity improvements to the northern ticket hall are needed. Attention would also be given to how pedestrians and cycles get safely from one side of the railway to the other, the railway being a physical barrier to the town in this location. There is an opportunity to significantly improve pedestrian connectivity between the two parts of Woking Town Centre.

These improvements should be seen in the context of the redevelopment of the High Street. Allocated sites in the High Street area would be expected to contribute to the delivery of these works.

The Core Strategy Examination Inspector commented specifically on the need for improvements to the railway station. The report (paragraph 71) states ‘A key component in the Borough’s strategy is the presence of Woking Railway Station. Concerns have been raised as to the capacity of the station and its rail services to meet the increased demands placed upon them by the level of growth and development intended for the town and Borough over the plan period. However, whilst this matter should remain a focus for review, the available evidence which includes the London and South East Route Utilisation Strategy, does not indicate that Woking and its station have fundamental capacity issues which cannot be addressed by a range of initiatives which may, for example, include longer trains and ticket pricing strategies’.

Delivery arrangements:
- It is expected that the site would come forward for development after 2015
- Funding will be assisted through the LSTF
- It is expected that the site would come forward for development during the next 6 -10 years.

Key evidence base:
- Woking Borough Community Infrastructure Levy Regulation 123 list (2014)
- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Surrey Rail Strategy
- Railway design guidance by Network Rail
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Wessex Route study (consultation draft, Network Rail, November 2014)
Proposal reference: UA24
Site address: Land to the rear of Waitrose Supermarket, Bampton Way, Woking, GU21 3LE
Policy UA24: Land to the rear of Waitrose Supermarket, Bampton Way, Woking, GU21 3LE

This 0.13 ha. site is allocated for residential development, including Affordable Housing.

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

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

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

- The building development scheme should consider local and long distance views of the development;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- The site should contribute towards improving biodiversity and green infrastructure within the Urban Area;

- The development should retain any trees of amenity value (note protected trees adjacent);

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- Due to the proximity of the adjacent servicing area, the development would need to consider the impact of noise and ensure mitigation measures are implemented to protect residential amenity;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

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

- Transport Assessment and Travel Plan required to determine impact of development on transport network, mitigating measures, and opportunities to minimise car use;

- The redevelopment of amenity greenspace and the potential loss of mature trees will need to be justified and relevant surveys undertaken/submitted;

- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
Reasoned justification: The site is currently landscaping within the Goldsworth Park Local Centre. It is mainly greenspace with a number of semi-mature trees, none of which are protected. The site appears to serve as landscaping rather than actively used informal open space. The land is not designated as an urban open space. It lies between the side and rear of the Waitrose supermarket and Denton Way.

The site is located at the corner of Bampton Way and Perleybrooke. Due to its central location within the Local Centre, the site has excellent accessibility by both cycle and foot to key local services such as schools, GP surgeries and Woking Town Centre. Due to site constraints and its position within the Local Centre, the site is considered to be suitable for a flatted development.

It is anticipated that the site could yield at least 24 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:
- The site is expected to come forward within the next 6 – 10 years;
- The land is in single ownership;
- The land owner has been contacted.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAGE033)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA25
Site address: Barratt House, Barratt House, 7 - 9 Chertsey Road, Woking, GU21 5AB
Policy UA25: Barratt House, Barratt House, 7-9 Chertsey Road, Woking, GU21 5AB

This 0.02 ha. site is allocated for residential development, including Affordable Housing.

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

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

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;
- The building development scheme should consider local and long distance views of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The site should contribute towards improving biodiversity and green infrastructure within the Urban Area;
- The development should retain any trees of amenity value (note protected trees adjacent);
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Due to the proximity of the adjacent servicing area, the development would need to consider the impact of noise and ensure mitigation measures are implemented to protect residential amenity;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road and railway the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Transport Assessment and Travel Plan required to determine impact of development on transport network, mitigating measures, and opportunities to minimise car use;
- The redevelopment of amenity greenspace and the potential loss of mature trees will need to be justified and relevant surveys undertaken/submitted.
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
The Council needs to be satisfied that there are no significant contamination issues on this site.

**Reasoned justification:** The site has an unimplemented prior approval for change of use from office (B1a) to residential (C3) for 11 units made up of five, one-bedroom units and six, two-bedroom units (PLAN/2013/0958).

The site has excellent accessibility to key local services (schools, GP surgeries and to Woking Town Centre).

It is anticipated that the site could yield 11 dwellings.

**Delivery arrangements:**
- The site is expected to come forward within the next 5 years;
- The site is vacant and has outstanding planning permission;
- The landowner has confirmed the site is available for development.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAGE052)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Goldsworth West

Proposal reference: UA26
Site address: Goldsworth House, Denton Way, Woking, GU21 3LG
Policy UA26: Goldsworth House, Denton Way, Woking, GU21 3LG

This 0.52ha site is allocated for mixed use development to comprise of specialist residential accommodation and community health care facilities.

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

- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character.
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and public realm, particularly given the prominence of this corner position;
- A Transport Statement may be required to assess likely transport impacts;
- Appropriate and adequate provision of car and cycle parking that takes into account the sites sustainable location and will not compromise on highway safety;
- An effective access arrangement to ensure highway safety;
- Servicing areas including parking should be accommodated within the block;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- A development density of 40 dph is recommended. This is within the indicative
Reasoned justification: This site is located within Goldsworth Park Local Centre and is currently a vacant employment site. It is currently a 2 storey building surrounded by car parking and semi-landscaped gardens. The existing building is well screened by trees despite the size and prominent location of the site. It is easily accessible by public transport, foot, cycle and car due to its local centre location.

The site has recently granted planning permission for the change of use and extension of the existing building into 20 bed hospice and it is considered that it is deliverable within the next 0-5 years of the plan period.

Delivery arrangements:

- It is expected that development of the site will take place during the next five years
- The site is in single ownership.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGW004)
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Town, District and Local Centres Study
Horsell West

Proposal reference: UA27
Site address: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ
Policy UA27: Timber Yard, Arthurs Bridge Road/ Horsell Moor, Woking, GU21 4NQ

This 0.9 ha. site is allocated for residential development, including Affordable Housing.

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

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

• Design to sensitively address this prominent site; development must provide well-designed frontages to Lockfield Drive and Arthurs Bridge Road/Horsell Moor;

• Strong boundary treatments should be designed into the development to respect and enhance local character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

• Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• The building development scheme should consider local and long distance views of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The site should contribute towards improving biodiversity and green infrastructure within the Urban Area;

• The development should retain any trees of amenity value and protect trees adjacent to the site boundary;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

• The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

• Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime
Reasoned justification: The Core Strategy Policy CS10 Housing provision and distribution plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

The site is close to the Town Centre and so accessibility to public transport and key services (e.g. schools, GP surgeries) by bike and foot is excellent/ good.

The site is considered to be in a suitable location for residential development and may achieve the removal of a non-conforming use in a residential area.

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

Delivery arrangements:

- The site is expected to come forward in the next 6-10 years, subject to relocation of the existing employment use to an alternative location;
- The landowners have been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAGE019a)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Proposal reference: UA28
Site address: 73 Horsell Moor, Horsell, GU21 4NL
Policy UA28: 73 Horsell Moor, Horsell, GU21 4NL

This 0.18 ha. site is allocated for residential development, including Affordable Housing.

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

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

• Strong boundary treatments should be designed into the development to respect and enhance local character;

• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street - design to sensitively address this prominent site; development must provide well-designed frontages to adjacent stretches of Horsell Moor;

• Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• Development will be required to demonstrate how the implications of light pollution, wind and visual impacts have been addressed;

• The building development scheme should consider local and long distance views of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The site should contribute towards improving biodiversity and green infrastructure within the Borough;

• The development should retain any trees of amenity value and protect trees adjacent to the site boundary;

• Relocation of the existing retail use would be required;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;

• The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;

• Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site,
Reasoned justification: The Core Strategy Policy CS10 Housing provision and distribution plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area. Redevelopment of this existing laundry site for residential use would have a regenerative effect and achieve the removal of a non-conforming use in a residential area. It is anticipated that the site could yield at least 16 dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:
- The site is expected to come forward in the next 6-10 years;
- The landowner has been contacted.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAGE019b)
- County Highway Authority Transport Assessment
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
Kingfield Westfield

Proposal reference: UA29

Site address: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN
BACKLAND GARDENS OF HOUSES FACING ASH ROAD, HAWTHORN ROAD, WILLOW WAY AND LABURNUM ROAD (BARNSBURY SITES 1 & 2), BARNSBURY FARM ESTATE, GU22 0BN
Policy UA29: Backland gardens of houses facing Ash Road, Hawthorn Road, Willow Way & Laburnum Road (Barnsbury sites 1 & 2), Barnsbury Farm Estate, Woking, GU22 0BN

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

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate site (see Proposal Site UA30);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph.
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- Suitable for low density family housing. Potential to include community facility and retail units on site to serve residential development and replace existing if part of the development;
- Major highways improvements are likely to be required;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- Current or historical contaminative uses may have led to soil and groundwater contamination that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the
Reasoned justification: The Core Strategy Policy CS10 Housing provision and distribution plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

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

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

The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good.

It is anticipated that the two sites could yield a total of 55 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council’s original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW009a and SHLAA009b)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
Proposal reference: UA30

Site address: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU
Policy UA30: Backland gardens of houses facing Laburnum Road, Ash Road and Ash Close (Barnsbury Site 3), Barnsbury, GU22 0BU

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

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

- The site could come forward for development as part of any future development of the other Barnsbury Estate sites (see Proposal UA28);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph. Taking into account accessibility to Town and Local Centres, a development density of 118 dph is recommended for this site;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided in-situ;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- An effective access arrangement to ensure highway safety;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
- Investigation and/or further remediation of land, if required.
**Reasoned justification:** The Core Strategy Policy CS10 *Housing provision and distribution* plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

The site has good accessibility to key local services (schools, GP surgeries and to Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also good. The site is considered to be developable in the longer term subject to a detailed valuation and further public consultation.

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

It is anticipated that the site could yield of up to 12 net additional dwellings. This indicative residential capacity of the site has been subject to scrutiny at an Examination (as part of the Strategic Housing Land Availability Assessment) and supported to be achievable.

**Delivery arrangements:**

- The site is expected to come forward in the next 6-10 years;
- The majority of the land is in Woking Borough Council ownership and was part of the Council's original PFI bid. The land is available for residential development subject to a small amount of site assembly;
- The landowner has been contacted.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAAKW010)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
Proposal reference: UA31
Site address: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW
Policy UA31: Elmbridge House, Elmbridge Lane, Kingfield, GU22 9AW

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided in-situ;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
The site has excellent accessibility to key local services (schools, GP surgeries, and Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also excellent.

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

- The design of the development needs to provide a response to the predominantly low-rise properties on Elmbridge Lane;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- A development scheme should consider local views of the development;
- The development should make improvements to the quality of the public realm;
- The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
- Suitable levels of private amenity space should be provided for residential housing units;
- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Improvements to the existing highway and site access may be required;
- Servicing areas should be accommodated within the block;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety;
- The site should contribute towards improving biodiversity and green infrastructure within the urban area;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

**Reasoned justification:** The site has excellent accessibility to key local services (schools, GP surgeries, and Woking Town Centre). Accessibility to the nearest village centre by bike and foot is also excellent.

The site has planning permission for residential development (PLAN/2011/0255).
There is a current application for a Certificate of Lawful Existing Use to establish whether permission PLAN/2008/0630 for the demolition of existing office block and erection of 6 x four bedroom houses and 4 x three bedroom houses with associated parking and landscaping had been implemented before the expiry date of 16.08.2014 and is lawful.

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

**Delivery arrangements:**

- The site is expected to come forward in the next 5 years;
- The landowner has been contacted.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAAKW022)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Parking Standards SPD
- Character Study
- Certificate of Lawfulness application PLAN/2014/0880
- Planning permission PLAN/2008/0630
Proposal reference: UA32
Site address: Sherpa House, Kingfield Road, Kingfield, GU22 9EH
This 0.06 ha. site is allocated for mixed use development to comprise of residential including Affordable Housing and retail.

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 30% to be provided in-situ;
- Core Strategy Policy CS10 provides an indicative density range for infill development within the rest of the urban area of 30-40 dph. Taking into account the mixed use nature of the development, a residential density of 20 dph is recommended for this site;
- The development should make improvements to the quality of the public realm;
- Strong boundary treatments should be designed into the development to respect and enhance local character;
- Development should ensure ample separation distances and be designed to avoid overlooking to neighbouring properties to the rear;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street, by retaining retail use at ground floor;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character. In particular consider the impact of the proposed development on the residential properties to the rear of the site, to ensure no loss of privacy or overlooking;
- Suitable levels of private amenity space should be provided for residential housing units;
- An effective access arrangement to ensure highway safety. Access drives to back garden or back land sites must be suitably located away from existing residential dwellings to avoid noise and visual disruption;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety;
- Servicing areas should be accommodated within the block;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Due to the proximity to the road the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.

**Reasoned justification:** The site is located within the Westfield Neighbourhood Centre and has excellent accessibility to Woking Town Centre (0-10 minutes) and other local services and facilities. The site is currently vacant, one and two storey retail premises with some auxiliary commercial floorspace and car parking.

The adjacent properties are two storeys to the north and three storeys to south. They all comprise of retail ground floor use with residential accommodation above. The site is set
back from the street and some car parking and improvements to the public realm could be incorporated into any proposed development. The site backs onto two storey residential houses and is in close proximity to the existing building. The site is considered suitable for a mixed use redevelopment retain retail use on the ground floor with residential above.

It is anticipated that the site will yield 10 dwellings plus retail floorspace. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward in the next 6-10 years;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAKW036)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Parking Standards SPD
- Character Study
Maybury Sheerwater

Proposal reference: UA33
Site address: Land within Sheerwater Priority Place, Albert Drive, Woking, GU21 5RE
This 33 ha. site is allocated for regeneration through redevelopment of the site to provide residential including a significant proportion of family homes, and Affordable Housing, community, retail, open space and leisure and recreational facilities.

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

- A masterplan approach will be required. This site should be comprehensively masterplanned due to its size, the complex nature of the development and to ensure an efficient, high quality development that integrates well with surrounding neighbourhoods. This will be a pre-requisite to the development of this site;

- A phasing strategy will need to be established to ensure existing Council tenants are re-housed before works take place and to deliver the required community facilities in line with the proposed residential development;

- Development proposals should promote a sense of place and help transform the image and identity of Sheerwater;

- Community Infrastructure Levy towards infrastructure provision;

- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;

- Development will be expected to provide 50% Affordable Housing in situ that reflects the specific need for family accommodation (two or more bedrooms) in the area, as
set out in Core Strategy Policies CS5 and CS12;

- Core Strategy Policy CS10 *Housing and distribution* provides an indicative density range for infill development within the rest of the urban area of 30-40 dph;

- Enhancement of public open space to make it more accessible to the existing and proposed residents. The open space should also be accessible to residents living outside of the regeneration area. The high quality of open space and play facilities will need to be considered to comply with Core Strategy Policy CS17; any loss of open space should be justified;

- Retention of the Athletics Track or to be relocated to an accessible location to allow effective public use. Any relocation should be a prerequisite to the development of the site;

- Improved club facilities for Sheerwater Football Club;

- Encourage the re-use of existing buildings where possible;

- The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;

- Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances local character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- A development scheme should consider local and long distance views of the development;

- The development should make improvements to the quality of the public realm;

- Development must carefully consider the Conservation Area to ensure there is no significant adverse impacts on the heritage assets;

- The development should include mitigation measures for noise and light pollution, particularly alongside the Basingstoke Canal Conservation Area and the Site of Special Scientific Interest (SSSI);

- Detailed Transport Assessment to determine site specific transport mitigation measures. The Transport Assessment should take account of proposed developments in the vicinity of the site. Highways improvements may be required into and through the site;

- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);

- A Travel Plan to minimise car use of prospective occupants of the development;
• An effective access arrangement to ensure highway safety;
• Improved connectivity to open space and existing foot and cycle networks;
• Detailed surveys and studies to establish, and mitigation measures to protect, existing habitats;
• Public transport improvements to increase accessibility in and around the Sheerwater area;
• Servicing areas should be accommodated within each block;
• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
• The site should contribute towards improving biodiversity and green infrastructure;
• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
• Remove or bury the overhead power lines;
• Development proposals in Flood Zones 2, 3a and 3b are required to be accompanied by a comprehensive Flood Risk Assessment to demonstrate that the development will not increase flood risk elsewhere or exacerbate the existing situation from all sources of flooding (Policy CS9 – Flooding and Water Management and NPPF);
• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
• The surface water drainage strategy submitted to support the redevelopment of the site should aim to reduce the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
• The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the existing and future surface water flood risk to the site and how the risk will not be increased to the site or the surrounding area, including any relevant mitigation measures;
• The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
• Providing employment and training opportunities for local residents;
• Tackle social exclusion through improved community facilities;
• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
• Suitable levels of private amenity space should be provided for residential units;
• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime
Reasoned justification: Core Strategy Policy CS5 designates Maybury, Sheerwater and Lakeview Estate Goldsworth Park as Priority Places due to the pockets of deprivation that currently exist in these areas.

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

In addition, a significant proportion of the site area contains poor quality and outdated housing stock that fails to meet the needs of the local community, which requires more family accommodation (two or more bedrooms).

A comprehensive redevelopment scheme for the site is currently being prepared. A planning application is expected to be submitted in 2015.

Improvements to the Devonshire Avenue/Albert Drive road junction and associated walking and cycle facilities are identified in the Local Transport Strategy for Woking and in the Community Infrastructure Levy ‘Regulation 123’ (infrastructure) list.

It is anticipated that a high density mixed use development of the site could yield at least 250 net additional dwellings, retail, leisure and community floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is within multiple land ownership. The Council is the majority land owner and will coordinate assembly of the remaining component parts;
• A phased development likely to take place due to the complex nature of the site. It is expected that the site would come forward for development during the next 6 – 10 years;
• The Council has taken an active interest in this site to facilitate the development of the site and will be willing to continue to do so.

**Key evidence base:**

• Strategic Housing Land Availability Assessment
• Community Infrastructure Levy Regulation 123 list
• Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
• New Vision Homes community engagement
• Sheerwater Community action plan
• Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Character Study
• Design SPD
Proposal reference: UA34
Site address: 101-121 Chertsey Road, Woking, GU21 5BW
Policy UA34: 101-121 Chertsey Road, Woking, GU21 5BW

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 250 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- No net loss of office floorspace;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider town centre character;
• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

• Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Particular care required in terms of the development’s relationship with properties behind in Walton Road;

• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• The building development scheme should consider local and long distance views of the development. The development will need to carefully consider the transition in building heights from the residential properties at Board School Road to the Town Centre schemes near the junction with Church Street East;

• Design of development to have regard to designing out crime within the Maybury and Sheerwater Priority Place area;

• Buildings should be of exceptional design quality;

• The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;

• A Travel Plan to minimise car use of prospective occupants of the development;

• An effective access arrangement to ensure highway safety;

• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);

• Servicing areas should be accommodated within the block;

• The site should contribute towards improving biodiversity and green infrastructure
within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- The site could come forward in association with the adjacent Walton Road Youth Centre, (Proposal Site UA39).

**Reasoned justification:** The site is located within Woking Town Centre and is located on a main road into the Town Centre from Victoria Way and the M25. It currently comprises of three office (B1a) premises, of which 121 Chertsey Road is vacant and derelict. The site falls within the Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone.

Due to its location, the site is well served by a regular bus service as well as within walking and cycling distance of Woking Railway Station and many key local services. Due to the various land uses on Chertsey Road, including residential, retail and commercial, and its excellent accessibility to the Town Centre, the site has been allocated for a mixed use development containing office and residential flats.

121 Chertsey Road was granted planning permission in 2010 for the erection of a part three and part six storey office building (PLAN/2010/0749). The development was not implemented and the site is now subject to a similar new proposal (PLAN/2014/1196).

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

It is anticipated that the site could yield at least 104 dwellings and re-provision of the existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

**Delivery arrangements:**

- The majority of the land is available for development within the next 5 years (from 2013 – the agent has been contacted to confirm continued availability);
- The land is in multiple ownership. With earlier and unimplemented planning permissions on different elements of the site, it is considered that the landowners are willing to redevelop the site. The site is being promoted to the Council;
Some of the offices are in use;
Land assembly required by developer, this may be subject to expiry / surrender of existing leases in part of the site.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAMS037)
- Employment Land Review
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Planning permissions PLAN/2010/0749, PLAN/2008/0683 and PLAN/2012/0461
Proposal reference: UA35
Site address: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU
Policy UA35: Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

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

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

- High quality design that takes account of and seeks to character and appearance of the locality;
- Detailed transport assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to avoid highway safety;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Due to the proximity to the road / railway line the development may need to consider the impacts on noise and air quality and ensure mitigation measures are implemented;
- Potential for contamination arising from historic or existing use to be advised.
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
Reasoned justification: This is a 10.1 ha. traditional industrial estate. The estate has a mixture of industrial and office use. The Employment Land Review advises that the location of offices in this location is not ideal due to the lack of amenities and poor road infrastructure.

The site boundary shown on the map reflects that for the Employment Area in the Core Strategy with the exception of the new Asda store, as this portion of the site is unlikely to be redeveloped in the foreseeable future.

At the time of the Employment Land Review there was a high vacancy rate on the office use and there was low to nil office demand in this area as reported. The Employment Land Review recommends that the office use in this location be changed into alternative B Class uses. Whilst it is acknowledged that subsequent highway improvement works - the Sheerwater Link Road – have improved access and this appears to have improved the attractiveness of the office market in the vicinity, there are still some vacancies and the location remains poor to access by foot from the railway station.

A development plan allocation of this estate for industrial, warehousing and offices will allow flexibility for these land uses to be interchangeable, to best meet the needs of the local economy at one point in the plan period. Redevelopment of vacant offices can be brought forward whilst those still in operational use meeting modern business needs would be retained.

This approach is in line with Core Strategy Policy CS15 – Sustainable Economic Development, which states that ‘The Forsyth Road employment area where redevelopment of vacant sites will be encouraged for B uses, unless redevelopment is for an alternative employment generating use which contributes to the aims of policy CS5 (priority places) and would not jeopardise the B use led nature of the employment area’.

It has been calculated that if all the existing office use on the estate were to change to alternative B2/B8, 12,000 sq.m of additional B2/B8 could be achieved on the site. Therefore, a conservative estimate of 6000 sq.m B2/B8 net is anticipated following the redevelopment of some of the office floorspace on the estate.

Delivery arrangements:
- It is expected that individual development opportunities will arise over the next 15 years;
- These will developer-led
- The landowner’s agent has been contacted.

Key evidence base:
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
• Habitat Regulations Assessment
• County Highway Authority Transport Assessment
• Character Study
Proposal reference: UA36
Site address: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN
Policy UA36: Monument Way West Industrial Estate, Monument Way West, Woking, GU21 5EN

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

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Due to the proximity to the road and the mix of land uses within the allocated area, the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised, however remediation likely to be necessary;
- High quality design that takes account of the character and appearance of the locality and the adjacent heritage asset;
- Detailed Transport Assessment to determine site specific transport mitigation; measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and
Reasoned justification: The site includes the vacant former British Gas works and the wider existing industrial estate. This is the Monument Way West Industrial Area and is within the Maybury and Sheerwater Priority Place Area.

The site is located within walking distance of both Woking Town Centre and the Walton Road Neighbourhood Centre, therefore the site has good access to local services and public transport.
The gas works site has some remaining buildings in situ. There is no current use, the area has been boarded off and is overgrown. There is an opportunity here to redevelop the site to provide additional industrial/warehousing units. Adjacent land within the estate may also provide redevelopment opportunities for the same mix of uses.

In addition, it is proposed to provide new road infrastructure in the form of a fourth arm as a next phase to extend the existing Sheerwater link road to the west to serve the industrial estate. A key objective of the Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014) is to ‘encourage economic development and regeneration by: … Improving accessibility to the Sheerwater business area’.

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

The site comprises many smaller sites that together form the industrial estate. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important employment site. Some businesses may wish to relocate or achieve new premises through redevelopment within the estate.

The development would support delivery of both the Core Strategy and Economic Strategy for the Borough. The latter recommends review of land and premises availability, and encourages the provision of additional industrial development in this location.

**Delivery arrangements:**

- The site is expected to come forward within the next 11-15 years;
- The gas works site is in single ownership and is currently for sale, however the site as a whole is in multiple ownership, some land assembly would be required.

**Key evidence base:**

- Surrey Transport Plan Woking Borough Draft Local Transport Strategy & Forward Programme (September 2014)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Planning permission PLAN/2011/1197 Sheerwater link road (Phase 1).
Proposal reference: UA37
Site address: 29-31 Walton Road, Woking, GU21 5DL
Policy UA37: 29-31 Walton Road, Woking, GU21 5DL

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

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

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

- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
- Servicing areas should be accommodated within the block
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Neighbourhood Centre;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to the existing surface water flooding incidents recorded within the area;
- The site is located within a High Risk surface water flood risk area as shown on the Environment Agency’s risk of surface water flood maps. Therefore a Flood Risk Assessment should be submitted with a planning application which demonstrates the
Reasoned justification: The site is located within Walton Road Neighbourhood Centre and is within close proximity to Woking Town Centre. The site is currently made up of a two storey terraced residential property and an end of terrace retail unit with residential accommodation above. The site falls within a High Density Residential Area, Maybury and Sheerwater Priority Place area and the Woking Town Centre High Accessibility Zone. The site is within walking and cycling distance of several key local services and Woking railway Station. Due to its close proximity to Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential scheme.

The planning permission for the redevelopment of the site to demolish the existing buildings and the erection of a courtyard development comprising of 10 x 2 bedroom flats and 4 x 1 bedroom flats over three to four storeys with car parking was approved in 2009. The development was not implemented and the permission has since expired.

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

Delivery arrangements:

- The site is expected to come forward within the next 5 years;
- The landowner has been contacted.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS041)
- Planning permission (PLAN/2009/0281) (now expired)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
Proposal reference: UA38

Site Address: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL
Policy UA38: 1 to 5 Elliot Court, North Road to the rear of 1 to 13 North Road, and 95-105 Maybury Road, Woking, GU21 5JL

This 0.77 ha. site is allocated for mixed use residential, including Affordable Housing, and offices. Alternative employment use would be acceptable provided this meets the objectives of Policy CS5.

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

- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 200 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre;
- The scale of the development should not detract from the general character and appearance of surrounding streets. The design of the development needs to provide a response to the predominantly low-rise adjacent properties;
• Strong boundary treatments should be designed into the development to respect and enhance local character;
• Building elevations should complement adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character
• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street
• Building heights should consider the local context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
• A Transport Statement may be required to assess likely transport impacts;
• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
• A Travel Plan to minimise car use of prospective occupants of the development;
• An effective access arrangement to ensure highway safety;
• Servicing areas should be accommodated within the block
• The development should make improvements to the quality of the public realm;
• The development should retain any trees of amenity value (and protect trees adjacent to the site boundary);
• Suitable levels of private amenity space should be provided for residential units
• Building footprints should not be oversized to reflect the character of the adjacent properties;
• The development should respect the privacy of adjoining properties and prevent overlooking;
• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
• The site should contribute towards improving biodiversity and green infrastructure within the Borough;
• The development should promote high quality design and is expected to have built-in natural surveillance that designs out crime and the fear of crime;
• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
Reasoned justification: This site is located within the Maybury and Sheerwater Priority Place. It is located at the junction between North Road and Maybury Road and made up of a range of uses including office floorspace (B1a), fitness centre (D2), car parking, warehouse premises (B8) and a car washing and tyre fitting garage (Sui Generis).

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

A mixed use development on the site would retain some of the existing commercial land uses on the site whilst also providing residential accommodation. Although the site is not within a designated town, local or neighbourhood centre, it is well served by public transport and within walking and cycling distance of both Woking Town Centre and Walton Road Neighbourhood Centre.

It is also within the Woking High Density Residential Area. Due to the close proximity of Woking Town Centre and the predominant residential land use in the local area, the site is considered to be suitable for a flatted residential and office development.

It is anticipated that the site could yield at least 77 dwellings, with the re-provision of existing office floorspace. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

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

Delivery arrangements:

- The site is expected to come forward within the next 6 - 10 years;
- The site is in multiple land ownership. Some but not all of the land is known to be available for residential development. Landowners have been contacted.
- Many of the existing premises on the site are in use;
- The owner of Elliot Court has previously submitted two planning applications for the redevelopment of the site for residential use;
- 1 to 5 Elliot Court, North Road (to the rear of numbers 1 to 13 North Road and including Elliot Court) is available for development.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMS007)
- Employment Land Review
- Planning Application PLAN/2014/0289 and PLAN/2013/0484 (withdrawn)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
Proposal reference: UA39
Site address: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL
Policy UA39: Walton Road Youth Centre, Walton Road, Woking, GU21 5DL

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Re-provision of the existing community facility in an improved form;
- The site will be expected to provide 40% Affordable Housing in situ that reflects the specific need for family accommodation (2+ bedrooms) in the area, as set out in Core Strategy Policies CS5 and CS12;
- A density of at least 240 dph is recommended. This is above the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in the rest of the urban area, however this is considered appropriate density given the close proximity to Woking Town Centre and location within the High Density Residential Area;
- The existing community facility will need to be provided to ensure the development complies with Core Strategy policy;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
• Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. Development will need to carefully consider the transition in building heights;
• The building development scheme should consider local and long distance views of the development;
• The development should make improvements to the quality of the public realm;
• Servicing areas should be accommodated within the block;
• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
• The development should make improvements to the quality of the public realm;
• Suitable levels of private amenity space should be provided for residential units
• Servicing areas should be accommodated within the block;
• A Transport Statement may be required to assess likely transport impacts;
• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD);
• A Travel Plan to minimise car use of prospective occupants of the development;
• An effective access arrangement to ensure highway safety;
• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
• Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
• The site should contribute towards improving biodiversity and green infrastructure within the urban area;
• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
• The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to


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

The site is positioned between a modern four rising to seven storey residential flatted building and a pair of semi-detached two storey houses. Any redevelopment of the site would need to carefully design a scheme that would be in keeping with the immediate and local context. There is currently a limited amount of off-road parking to the front of the property and no on-street parking within the immediate vicinity of the site.

Re-provision of the existing community facility in an improved form would be required as part of any redevelopment. The site is located within walking and cycling distance of Woking Town Centre and therefore has excellent accessibility to both key local services and public transport, including Woking Railway Station. It is also within the Maybury and Sheerwater Priority Place area, the Woking High Density Residential Area and the Woking Town Centre High Accessibility Zone. Therefore the site is considered suitable for a flatted development.

It is anticipated that the site could yield at least 21 dwellings and a community facility. This indicative residential capacity of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

Delivery arrangements:
- The site is expected to come forward within the next 6 – 10 years;
- The site is owned by Surrey County Council, which is currently considering its plans for the building. Residential redevelopment is one of a number of options but would require relocation or re-provision of the existing community use.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAMS039)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
Mount Hermon East

Proposal reference: UA40

Site address: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ
Policy UA40: Royal Mail Sorting/Delivery Office, White Rose Lane, Woking, GU22 7AJ

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

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

- Relocation of the existing Royal Mail sorting/delivery office would be a pre-requisite of the development;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in situ;
- A density in excess of 200 dph is recommended. This is the indicative minimum density established in Core Strategy Policy CS10 – Housing provision and distribution for Town Centre locations;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street and this corner position;
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind,
overshadowing and glare;

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Development should be designed to respect the amenity of neighbouring properties to the south and east;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre. Opportunity to address deficiencies in greenspace by providing a range of residents' private and communal open spaces;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
Reasoned justification: Redevelopment of this site would provide an opportunity to maximise the potential of a Town Centre location - on previously developed land - in terms of providing high density residential development. The site is exceptionally well located near to the railway station and has excellent accessibility to local services and shops.

This location is a transitional area between the Town Centre and lower density residential area to the south. The site is currently used as a sorting / delivery office by Royal Mail, it is privately owned. The site is bounded to the east and south by low-rise family dwellings, to the north by a local shopping parade, and to the west by a hotel.

Redevelopment of this site would represent efficient use of previously development land, would deliver high density residential development in sustainable Town Centre location and would capitalise on excellent public transport availability to reduce reliance on car.

It is anticipated that the site could yield at least 88 dwellings (net and gross). This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is expected to come forward within the next 6 – 10 years;
- The site was put forward for consideration by the Council by the landowner's representative;
- The site is in single ownership and is available subject to relocation of the existing use.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHE014)
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy.
Proposal reference: UA41
Site address: Car Park (east), Oriental Road, Woking, GU22 8BD
Policy UA41: Car Park (east), Oriental Road, Woking, GU22 8BD

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

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

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

- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Design of development to have regard to the Town Centre Conservation Area and its setting to the north west of the site, beyond the railway line;
- Design to have regard to adjacent mature trees;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, such as opportunities for green roofs/wall or roof gardens;
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the south and east;
- Respect the amenity of neighbouring properties to the south and east;
- Noise screening measures should be implemented in areas bordering the railway line;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Access to public transport – particularly the railway station – should be optimised;
- Potential to maximise opportunities for renewable energy by connecting to the Combined Heat and Power network (subject to physical barriers such as the railway line);
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated
Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to policy CS10 of the Core Strategy.

Redevelopment of this 1.2ha site would provide an opportunity to maximise the potential of a Town Centre location - on previously developed land - and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops.

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

Redevelopment of this site would represent efficient use of previously development land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.

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

Delivery arrangements:

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

- Strategic Housing Land Availability Assessment (SHLAAMHE011)
- Core Strategy examination note WBC17A
- Local Plan 1999
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Strategy (draft)
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Mount Hermon West

Proposal reference: UA42

Site address: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE
**Policy UA42: Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road, Bradfield Close, Woking, GU22 7QE**

This 2.11 ha. site is allocated for residential, including Affordable Housing, development.

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

- Relocation of the existing minerals aggregate use within the Borough would be an essential pre-requisite to development of this site. Options for the relocation of the existing minerals site would need to be considered;

- Community Infrastructure Levy towards infrastructure provision;

- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;

- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ (as the site is considered greenfield, in the absence of permanent buildings);

- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Design of development to carefully consider the adjacent Grade II Listed heritage asset and Mount Hermon Conservation Area;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- The development should make improvements to the quality of the public realm;

- Servicing areas should be accommodated within the block;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

- Development to meet relevant sustainable construction requirements at the time of...
Reasoned justification: The Council will make provision for at least 1,980 dwellings in Woking Town Centre according to Policy CS10 of the Core Strategy.

This site is currently used as an aggregates yard adjacent to the railway station with associated operational buildings, and is privately owned by Network Rail. Redevelopment of the yard would provide an opportunity to maximise the potential of a Town Centre location – on previously developed land - and for the provision of Affordable Housing. The site is exceptionally well located next to the railway station and has excellent accessibility to local services and shops. Redevelopment of the site would provide an opportunity to extinguish a use that has previously given rise to amenity problems and is arguably a more efficient use of a town centre site.

The site is however subject to a policy restriction, the land is designated as a minerals site in the Surrey Minerals Plan. Options for the relocation of the existing minerals site would need to be considered, together with the creation of a suitable access. Surrey County Council (Minerals Planning Authority) would strongly resist the loss of this depot capacity without
suitable alternative and equivalent re-provision of this rail depot capacity elsewhere, as Surrey increasingly relies on aggregate imports by rail.

Redevelopment of this site would represent efficient use of previously development land, would deliver high density development in the sustainable Town Centre location, would capitalise on excellent public transport availability to reduce reliance on car, and has potential to connect to an existing, or provide a new district heating facility.

It is anticipated that the site could yield at least 422 dwellings (at 200 dph).

**Delivery arrangements:**

- The site is expected to come forward within the next 11 – 15 years, subject to relocation of the existing occupier to a suitable alternative (having regard to the requirements of the Surrey Minerals Plan);
- The site is available for residential development. The land is available, subject to relocation of the existing use;
- Development could be phased to help to facilitate relocation.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAAMHW014)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Green Infrastructure Strategy (draft)
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Proposal reference: UA43

Site address: 11-15 Guildford Road, Southern House, Jubilee House, Lynton House, Station Approach, Woking, GU22 7PX
Policy UA43: 11-15 Guildford Road, Southern House, Jubilee House, Lynton House, Station Approach, Woking, GU22 7PX

This 0.44ha site is allocated for a mixed use development to comprise of residential, including Affordable Housing, offices and retail development.

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Protect and enhance the setting of Locally Listed properties 1 to 10 Guildford Road;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in Woking Town Centre;
- Development will need to carefully consider the transition in building heights from 34 storey at Victoria Square to two storey on Guildford Road and Station Approach;
- Buildings should be of exceptional design quality;
- Development should improve the arrival experience to the Town Centre from
Guildford Road;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;

- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;

- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

- The development should make improvements to the quality of the public realm;

- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;

- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). The site lies within the Woking High Accessibility Zone parking;

- A Travel Plan to minimise car use of prospective occupants of the development;

- An effective access arrangement to ensure highway safety;

- Servicing areas should be accommodated within the block;

- Suitable levels of private amenity space should be provided for residential units;

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- Development must carefully consider the Locally Listed Buildings adjoining the site, to ensure there is no significant adverse impacts on the heritage assets;

- The topography of the site should be taken into consideration;

- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
Reasoned justification: The 0.45ha site is located within Woking Town Centre and is a positioned at a gateway location as you enter the Town Centre from the south of the Borough.

The site is triangular in shape and made up of a wide range of land uses and properties types. The buildings along Guildford Road are three storeys with ground floor retail and two storeys residential above. Properties 1 to 10 are Locally Listed buildings and within the Guildford Road Shopping Parade, these buildings should be retained and their setting protected and enhanced by any redevelopment of the rest of this island block. These properties are adjacent to the New Central mixed use development which is significantly taller and bulkier. Guildford Road is a major road into the Town Centre and suffers from heavy congestion at peak times. This is mainly due to the pinch-point in the road at Victoria Arch which is allocated as a future major infrastructure project.

The corner of Guildford Road and Station Approach is a gateway building into the Town Centre. The existing building on the site is an outdated four storey office building and car parking above retail units. This southern corner of the site should contribute towards enhancing the gateway and provide an attractive welcome into the Town Centre from the south of the Borough. The Sovereigns Public House on the adjacent side of Guildford Road is Locally Listed and any redevelopment of this gateway site must protect and enhance the listed building.

The eastern edge of the site is made up of two modern three storey office buildings. Lynton House in particular has a significant frontage onto Station Approach. Due to the design of the building, the frontage is not active with the street and generally has negative impact on the overall street scene. The northern edge of the building is four storey due to the change in ground level at this section of the site. The Police Station on the adjacent side of Station Approach is Locally Listed and any redevelopment of the buildings along Station Approach must protect and enhance this listed building.

RSP House on Victoria Road along the northern edge of the site boundary is a detached two/three storey office building. It is comparatively small in size compared to Southern House and Lynton House.

The centre of the site is made up of basement and podium car parking and servicing areas. The site is not level and there is a downward slope moving away from the Town Centre. Any proposed development would need to take the topography of the site into consideration.

The site overall is constrained by the shape of the plot, the congested roads on all three sides of the site and the locally listed buildings that are within the site boundary. Any redevelopment of the site will need to take these factors into consideration in the design of the scheme as well as be designed within the immediate and Town Centre local context.

- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- The building development scheme should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.
The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent site.

The site has excellent accessibility to key local services and public transport. It is therefore considered suitable for a mixed use high density scheme. It is anticipated that the site could yield at least 90 dwellings, additional retail floorspace on the ground floor and 1000 sq.m net additional (4000 sq.m gross) office floorspace. This indicative capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

**Delivery arrangements:**

- It is expected that the site would come forward for development during the next 11-15 years;
- This would be as a developer-led scheme;
- The site is in multiple ownership and site assembly may be complex.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAAMHW029)
- Employment Land Review
- Core Strategy examination note WBC17A
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Proposal reference: UA44
Site address: Quadrant Court, Guildford Road, Woking, GU22 7QQ
Policy UA44: Quadrant Court, Guildford Road, Woking, GU22 7QQ

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

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

- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The building development scheme should consider local and long distance views of the development;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). The site lies within the Woking High Accessibility Zone parking;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect amenity;
Reasoned justification: This is a detached building on the southern edge of the Town Centre. The building is a four-storey building completely occupied by Surrey County Council. The building has a large footprint and extensive area of parking area on the southern and western sides.

The surrounding area is largely residential; properties vary in size, height (two to four storeys). Potential exists to increase the office floorspace through the extension of the building.

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

Delivery arrangements:

- The site is expected to come forward within the next 11 – 15 years, subject to the views of the landowner.
- The land owner, Surrey County Council, has been contacted.

Key evidence base:

- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Character Study
- Design SPD
- Parking Standards SPD
Proposal reference: UA45
Site address: Former St Dunstans, White Rose Lane, Woking, GU22 7AG
Policy UA45: Former St Dunstans, White Rose Lane, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA45, UA46 and UA47);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

• The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and the design of the development will need to provide an intelligent response to the predominantly low-rise adjacent properties on White Rose Lane;

• The building development scheme should consider local and long distance views of the development;

• Suitable levels of private amenity space should be provided for residential units;

• Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;

• The development should respect the privacy of adjoining properties and prevent overlooking;

• The development should make improvements to the quality of the public realm;

• Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;

• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
Reasoned justification: This vacant site is located within Woking Town Centre. It currently has unimplemented outline planning permission for 91 flats, 161 sq.m of A1 retail floorspace, amenity space and basement car parking (PLAN/2012/0063). This is to take the form of a 7-11 storey building. The site is within a short walk of Woking Railway Station and has excellent accessibility to local services and facilities.

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

The site has good access to public transport and key services by both foot and cycling. Any development on the site will need to ensure it is of a scale and height that will respect the adjacent residential properties as well as improve the active frontage along Heathside Crescent and White Rose Lane.

It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.

- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- This site is not considered a gateway into the Town Centre and this has been supported by the Inspectors Report from PLAN/2009/0934, which is a material consideration in the determination of future planning application;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
Based on the existing planning permission, it is anticipated that the site could yield 91 dwellings and 161 sq.m retail floorspace. This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:
- The site is expected to come forward within the next 6-10 years;
- The land owner has been contacted;
- The land is in single ownership and is available.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAMHW030)
- Core Strategy examination note WBC17A
- Planning Applications PLAN/2009/0934, PLAN/2011/0371 and PLAN/2012/0063
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Proposal reference: UA46
Site address: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG
Policy UA46: Owen House and The Crescent, Heathside Crescent, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA45 and UA47);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Particular care required in terms of building heights - building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

• The site is located on a sensitive threshold between Town Centre uses and high quality residential suburbs and this should be reflected in the design of the building

• A development scheme should consider local and long distance views of the development;

• The development should make improvements to the quality of the public realm;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• A Transport Statement may be required to assess likely transport impacts;

• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)

• A Travel Plan to minimise car use of prospective occupants of the development;

• An effective access arrangement to ensure highway safety;

• Servicing areas should be accommodated within the block;

• Suitable levels of private amenity space should be provided for residential units;
Reasoned justification: This 0.1ha site is located within Woking Town Centre. It is currently made up of a two storey office (B1a) premises (Owen House – the Labour Club) and a two storey supported residential flatted development (The Crescent) on Heathside Crescent. The site was previously considered suitable for a mixed use scheme including the site known as White Rose Court. The latter has recently been redeveloped into a hotel (C1) and therefore only Owen House and The Crescent are considered developable and deliverable.

The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large frontage on Heathside Crescent, there is little pedestrian footfall which is partly due to the dominance of the road. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.

The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.

It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.

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

- Building footprints should not be oversized to reflect the fine grain character of the adjacent properties;
- The development should respect the privacy of adjoining properties and prevent overlooking;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Development should carefully consider the topography of the site and its height in relation to the local and wider context;
- Development will need to ensure there is a satisfactory relationship with adjoining buildings, including building heights, separation distances and overlooking;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised.
Delivery arrangements:

- The site is expected to come forward within the next 6-10 years;
- The land owner has been contacted;
- The site is in multiple ownership and some land assembly will be required. The Crescent is known to be available in the next five years.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW0031)
- Core Strategy examination note WBC17A
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Proposal reference:  UA47
Site address: Somerset House, Heathside Crescent, Woking, GU22 7AG
Policy UA47: Somerset House, Heathside Crescent, Woking, GU22 7AG

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

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

- Development to complement that of adjacent and adjoining allocated sites, to ensure effective integration of the development and to maximise the efficient use of land in this sustainable location (see also Proposal Sites UA45, UA46 and UA47);
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Design of development to take into account prominent corner position and enhance
- Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;
- The site is located on a prominent corner within the Town Centre. Any development on this site would need to be of exception design;
- A development scheme should consider local and long distance views of the development;
- Suitable levels of private amenity space should be provided for residential units;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Improved provision for cycling infrastructure;
- Servicing areas should be accommodated within the block;
- The site should contribute towards improving biodiversity and green infrastructure within the Town Centre;
Reasoned justification: This site is located within Woking Town Centre. It is currently made up of a three storey residential flatted development at the corner of Heathside Crescent and Oriental Road. There is also a large parking area to the rear of the site which is access from Oriental Road.

The site is located on a main road into the Town Centre from the east of the Borough. Despite having a large corner frontage on Heathside Crescent and Oriental Road, there is little pedestrian footfall which is partly due to the dominance of the road junction. Any redevelopment of this site would need to consider appropriate ground floor uses to ensure a vibrant street scene and improvements to the public realm.

The site is located in close proximity to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.

It is important that the development complements that of adjacent and adjoining allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing in this sustainable location.

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

Delivery arrangements:

- The site could potentially to come forward within the next 6-10 years, if incorporated within the wider development of adjacent sites.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW051)
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Climate Change and Decentralised, Renewable and Low Carbon Energy
Proposal reference: UA48
Site address: Woking Coroner's Court (former Magistrate's Court), Station Approach, Woking, GU22 7YL
Policy UA48: Woking Coroner’s Court (former Magistrate’s Court), Station Approach, Woking, GU22 7YL

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

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

- The relocation of the existing Court to a suitable alternative location is an essential prerequisite of development of this site, unless the Court can be re-provided within the new building;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 50% to be provided in-situ;
- A density of at least 200 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Woking Town Centre;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local and wider Town Centre character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Building heights should consider the local and wider Town Centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare. A height of around 12 storeys is recommended, taking into account the existing site context and topography;

• The development should make improvements to the quality of the public realm;

• Servicing areas should be accommodated within the block;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• The site should contribute towards improving biodiversity and green infrastructure within the Town Centre, for example opportunities for green roofs/wall or roof gardens;

• Development must carefully consider the listed building to the south of the site ensure there is no significant adverse impacts on the heritage asset;

• A development scheme should consider local and long distance views of the development;

• Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;

• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)

• A Travel Plan to minimise car use of prospective occupants of the development;

• An effective access arrangement to ensure highway safety;

• Any buildings in this prominent Town Centre location should be of exceptional design quality;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

• Due to the proximity to the road / railway line the development would need to
Reasoned justification: This 0.32ha site is located within Woking Town Centre. It is located at the corner of Heathside Crescent and Station Approach and is a significant corner plot in a dominant position.

The Magistrates Court closed in 2011 and is under redevelopment to be converted into a Coroners’ Court (sui generis), however the site may become available for redevelopment in the long term, subject to a suitable alternative location being found for the Court or this being re-provided within the new building.

The existing building is made up of a one and two storey building, with car parking to rear. The site is at the bottom of a slope that runs down Heathside Crescent and any redevelopment of the site would need to take the topography of the land into consideration.

The site is located close to Woking Railway Station and several other local services and facilities. It is therefore considered that the site is in a sustainable location for a mixed use development.

It is anticipated that the site could yield at least 48 dwellings, 2000 sq.m net additional office floorspace and re-provision of the Court (unless a suitable alternative location is identified). This indicative residential capacity of the site has been subject to scrutiny at an Examination and supported to be achievable.

Delivery arrangements:

- The site is considered to have potential to come forward in the next 11-15 years;
- The Magistrates Court closed in 2011 and has been converted into a Coroners’ Court; however the site may become available for redevelopment in the medium to long-term, subject to a suitable alternative location being found for the Corners’ Court or this being re-provided within the new building.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAMHW043)
- Core Strategy examination note WBC17AEmployment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Climate Change and Decentralised, Renewable and Low Carbon Energy
St John's Hook Heath

Proposal reference: UA49

Site address: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA
Policy UA49: Corner Garage, 16-18 St Johns Road, St Johns, GU21 7SA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- A density of at least 30-60 dph is recommended. This is within the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in Local Centres;
- Development must carefully consider the St Johns Conservation Area to ensure there is no significant adverse impacts on the heritage assets;
- Loss of buildings within the Conservation Area would need to be justified although the building is not considered to contribute to character or appearance of conservation area;
- Potential to provide a three storey flatted development at junction of site lowering to two storeys to provide transition with adjacent residential properties;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime
Reasoned justification: The Core Strategy Policy CS10 Housing provision and distribution plans for 4,964 homes between 2010 and 2027 in the Borough, of which an indicative figure of 750 homes would take the form of infill development within the rest of the urban area.

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

The site has the potential to accommodate a two-three storey flatted development. It is anticipated that the site could yield at least 11 dwellings. This indicative residential capacity...
of the site has been subject to scrutiny (as part of the Strategic Housing Land Availability Assessment) at an Examination and supported to be achievable.

**Delivery arrangements:**

- It is expected that the site would come forward for development during the next 6-10 years;
- The land is likely to become available within the next five years.

**Key evidence base:**

- Strategic Housing Land Availability Assessment (SHLAASJHH011)
- County Highway Authority Transport Assessment
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
- Character Study
West Byfleet

Proposal reference: UA50

Site address: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW
Policy UA50: Camphill Tip, Camphill Road, West Byfleet, KT14 6EW

This 4.82 ha. site is allocated for industrial use.

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

- Community Infrastructure Levy towards infrastructure provision;

- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site. Highways improvements would need to be carried out along Camphill Road to mitigate any adverse impacts on traffic volume and road safety;

- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)

- A Travel Plan to minimise car use of prospective occupants of the development;

- An effective access arrangement to ensure highway safety;

- The site provides an opportunity for an employment use that would complement the existing businesses within the Camphill Industrial Estate;

- The height and width vehicle restrictions on Camphill Road need to be considered for future uses of the site;

- The development should have a positive environmental impact on the adjacent Old Rive Ditch and Basingstoke Canal;

- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;

- The surface water drainage strategy submitted to support the redevelopment of the site should aim to be reduced to the pre development Greenfield runoff rate, due to
Reasoned justification: This site is a former waste tip and is currently unused land between the Old Rive Ditch, Basingstoke Canal, the Woking to West Byfleet railway line and the M25 motorway. The site is only accessible through the Camphill Industrial Estate off Camphill Road. The site is within 1km of West Byfleet Railway Station, a bus stop and is served by two cycle routes.

Due to the previous use of the site, there are likely to be significant contamination issues. An employment use on the site would make best use of this previously developed land in a...
sustainable location. It would also improve the vibrancy and viability of the adjacent Camphill Industrial Estate.

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

**Delivery arrangements:**
- It is expected that the site would come forward for development during the next 11-15 years.

**Key evidence base:**
- Strategic Housing Land Availability Assessment (SHLAAWB003)
- Employment Land Review
- Employment Topic Paper
- Sustainability appraisal
- Habitat Regulations Assessment
- County Highway Authority Transport Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Character Study
- Design SPD
- Parking Standards SPD
Proposal reference: UA51
Site address: Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet, KT14 6PA
Policy UA51: Car park to east of Enterprise House, adjacent Scial Club, Station Approach, West Byfleet, KT14 6PA

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

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

- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 30% to be provided in-situ;
- A density of 50-100 dph is the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in West Byfleet District Centre, however a higher density is suitable on this site given its highly sustainable location;
- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
• Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;

• Servicing areas should be accommodated within the block;

• Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;

• Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;

• The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;

• Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;

• Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD)

• A Travel Plan to minimise car use of prospective occupants of the development;

• An effective access arrangement to ensure highway safety;

• Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;

• The site is adjacent to two Conservation Areas as well as statutory and locally listed buildings. Development must ensure there is no significant adverse impacts on heritage assets;

• Building heights should respect the character of the Station Approach and Rosemount Parade Conservation Areas as well as the wider character of West Byfleet;

• Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;

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

• The site should contribute towards improving biodiversity and green infrastructure within the District Centre;

• The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;

• Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are
Reasoned justification: The site is 0.08ha and is adjacent to West Byfleet Railway Station. It is located on Station Approach and adjoins Enterprise House to the west and West Byfleet Station car park to the east. The site is opposite the Station Approach Conservation Area and within the West Byfleet Primary Shopping Area.

Due to its location within the Primary Shopping Area, the site is allocated for retail on the ground floor with residential above, also on account of excellent accessibility by bike and foot to public transport and key services.

Planning permission was granted subject to a legal agreement for 12 flats above retail units in 2007. Although this permission has expired, the principle for development of this kind has already been accepted.

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

Delivery arrangements:
- The site is expected to come forward within the next 5 years;
- The land is available for development.

Key evidence base:
- Strategic Housing Land Availability Assessment (SHLAAWB014)
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Town, District and Local Centres Study
- Planning permission PLAN/2011/0945

- Current or historical contaminative uses may have led to soil and groundwater contamination (in and around the former nursery/farm) that will need to be considered during any development of the site, dependant on detailed proposals and consultation with Environmental Health and the Environment Agency; Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.
Proposal reference: UA52
Site address: Land at Station Approach, West Byfleet, KT14 6NG
Policy UA52: Land at Station Approach, West Byfleet, KT14 6NG

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

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

- Development of individual parts of the site to complement others within the site area, to ensure effective integration of the development;
- Existing office floorspace to be re-provided within any redevelopment scheme;
- New Waitrose store to be provided within any redevelopment scheme;
- Retain or provide new library within any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- A comprehensive redevelopment of the site would maximise the opportunities to enhance the centre of West Byfleet;
- A density of 50-100 dph is the indicative density range established in Core Strategy Policy CS10 Housing provision and distribution for sites in West Byfleet District.
Centre, however a comprehensive scheme to redevelop an existing developed site in a highly sustainable location such as this would warrant a higher density to ensure viability and efficient use of land;

- Building elevations should respect adjoining properties, provide appropriate levels of daylight and sunlight for internal environments and be of a high design quality that enhances the local character;
- Development should directly address the street scene on the ground floor to add interest and vibrancy to the street;
- Building heights should consider the local and wider town centre context whilst ensuring there are no adverse environmental effects in terms of micro-climate, wind, overshadowing and glare;
- The development should make improvements to the quality of the public realm;
- Servicing areas should be accommodated within the block;
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development;
- Building footprints should be of an appropriate scale to reflect the grain and character of adjacent development;
- The storage of waste and recyclable materials should be incorporated into the design of the building to minimise street clutter;
- Detailed transport assessment to determine site specific transport mitigation measures. The transport assessment should take account of proposed developments in the vicinity of the site;
- Appropriate and adequate provision of car and cycle parking that takes into account the site’s sustainable location and will not compromise on highway safety; (and comply with the Parking Standards SPD). Car parking provision should not be reduced and suitable provision for cycle parking should be provided;
- A Travel Plan to minimise car use of prospective occupants of the development;
- An effective access arrangement to ensure highway safety;
- Subject to technical feasibility and financial viability the development will be required to connect to the existing or proposed CHP network unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved;
- Servicing areas should be accommodated within the block;
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site should contribute towards improving biodiversity and green infrastructure
within the District Centre;
- The site forms part of a designated Primary Shopping Frontage. A1 retail use should be retained on the ground floor;
- Development must carefully consider the adjacent Statutory and Locally Listed Buildings and Conservation Areas (Station Approach and Rosemount Parade Conservation Area), to ensure there is no significant adverse impacts on the heritage assets;
- The development should make improvements to the quality of the public realm;
- Suitable levels of private amenity space should be provided for residential units
- The site should contribute towards improving biodiversity and green infrastructure within the district centre
- Due to the built up nature of the site, surface water flooding should be mitigated in the design of the development
- Building(s) should be designed to be adaptable or capable of being adaptable to allow scope for changes to be made to meet the needs of the occupier. Lifetime homes will be encouraged for the residential element of the development;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site;
- The site has the opportunity to improve pedestrian connectivity within West Byfleet and better connect the greenspaces in the district centre;
- Building heights should respect the character of the site as well as the wider character of West Byfleet;
- New development should include street trees and planting to maintain the area’s strong green character;
- The building development scheme should consider local and long distance views of the development;
- Due to the proximity to the road / railway line the development would need to consider the impacts on noise and air quality and ensure mitigation measures are implemented to protect residential amenity;
- Potential for contamination arising from historic or existing use to be advised;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site.

**Reasoned justification:** This site is located within the heart of West Byfleet District Centre. The allocation is formed of two parts:

The first centres on Sheer House. The majority of this block Station Approach to the west and Parvis Road to the south. Manor House and Roxburgh House are existing four storey commercial buildings along Lavender Park Road to the east. The dominant building on the site at present is Sheer House, a vacant 1960’s seven storey office block. It is complemented by ground floor retail units that are well occupied and form a significant part of the retail offer within the West Byfleet Primary Shopping Area. There is also a public
library and public conveniences located within the site boundary as well as public car parking. To the rear of the site is a service area that is accessed from Madeira Road.

Prior approval was granted for a change of use of Sheer House from offices (B1a) to residential (C3) (PLAN/2013/0552), however an earlier planning restriction (condition) prevents this from being implemented. Sheer House is considered an employment use of strategic importance in the Centre and therefore in the Borough. The equivalent existing office floorspace to be re-provided within any redevelopment scheme.

The second portion of the allocated site is the block to the immediate south west of Station Approach, which includes the Waitrose store and associated parking facilities.

These are located at the main junction of Old Woking Road, Parvis Road, Station Approach and Pyrford Road. This is also within walking distance of West Byfleet Railway Station, bus stops and several community facilities including West Byfleet Health Centre and West Byfleet Junior and Infant Schools. The Station Approach and Rosemount Parade Conservation Areas are located to the north and south.

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

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

The site comprises many smaller sites that together form the overall site area. The expectation is that individual parts of the site will complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent District Centre site.

Delivery arrangements:

- The site is expected to come forward within the next 11-15 years;
- The land is in multiple ownership;
- There is known landowner interest in the redevelopment of this site;
- Landowners have been contacted to establish when the land may become available.
- The Sheer House site is currently for sale therefore the potential timescale for redevelopment is unknown;
- Roxburghe House is known to be available in the next five years;
- Two phase approach anticipated.

Key evidence base:

- Strategic Housing Land Availability Assessment (SHLAAWB023)
- Employment Land Review
- Employment Topic Paper
- Green Infrastructure Strategy (draft)
- Sustainability appraisal
- Habitat Regulations Assessment
- Thames Basin Heaths Special Protection Area Avoidance Strategy
- Design SPD
- Parking Standards SPD
- Character Study
- Town, District and Local Centres Study
Proposal reference: UA53
Site address: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF
Policy UA53: Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF

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

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

- Re-provision of the existing community facilities on site as a part of any redevelopment scheme;
- Community Infrastructure Levy towards infrastructure provision;
- Contribution towards Strategic Access Management and Monitoring to mitigate the impacts of residential development of the site on the Thames Basin Heaths Special Protection Area;
- Contribution towards Affordable Housing provision, in this case 40% to be provided in-situ;
- A density of at least 30-40 dph is the indicative density range established in Core Strategy Policy CS10 *Housing provision and distribution* for sites in the rest of the urban area;
- The scale of the development should not detract from the general character and appearance of surrounding streets;
- Strong boundary treatments should be designed into the development to respect and
Reasoned justification:  This site is located on Camphill Road, south of the railway line and to the west of West Byfleet allotments.

It is in used as a social club and scouts club with associated car parking to the front. The existing building is modern and single storey and is well screened from Camphill Road by tress and hedges.

There is an opportunity to redevelop the site for residential development. Due to the size of the site, it is possible to re-provide the existing community facilities within the site as part of a mixed use scheme.

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

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

Delivery arrangements:

- The site is expected to come forward within the next 6-10 years;
• The site was originally submitted to the Council by the landowner. The landowner has been contacted for an update.

**Key evidence base:**

• Strategic Housing Land Availability Assessment (SHLAAWB050)
• Green Infrastructure Strategy (draft)
• Sustainability appraisal
• Habitat Regulations Assessment
• Thames Basin Heaths Special Protection Area Avoidance Strategy
• Design SPD
• Parking Standards SPD
• Character Study