

# **DRAFT Infrastructure Delivery Plan 2021 Review – Extract of Byfleet and West Byfleet Infrastructure Capacity and Requirements**

## **1. Introduction**

- 1.1 The Infrastructure Delivery Plan (IDP) establishes what additional infrastructure and service needs are required to support the level of growth proposed in the Woking Core Strategy and the emerging Site Allocations Development Plan Document (DPD) for the period up to 2027. The IDP helps ensure that the identified additional infrastructure and service needs are delivered in a timely, coordinated and sustainable way.
- 1.2 Based on discussions with infrastructure and service providers the IDP:
  - provides a baseline position establishing current infrastructure provision, identifying any shortfalls and potential constraints to development; and
  - sets out specific infrastructure and service requirements in respect of the council's growth strategy contained in the adopted Core Strategy. It also identifies, where appropriate, the specific infrastructure requirements for individual development site allocations included in the draft Site Allocations DPD.
- 1.3 It is important to note that the IDP does not include every infrastructure scheme or project planned in the Borough, but rather focuses on the infrastructure required to support the development proposed in the Core Strategy and emerging Site Allocations DPD. There would be other types of site specific infrastructure requirements that might be identified as part of the development management process to make development proposals acceptable. These will be secured under planning obligations. Schemes identified in Neighbourhood Plans should also be taken into account and can also provide justification for how the element of Community Infrastructure Levy (CIL) earmarked for Neighbourhood Areas is spent. To date about £796,900 of CIL money has been earmarked for local community infrastructure projects in West Byfleet and £7,980 for community infrastructure projects in Byfleet. The IDP does not seek to address deficiencies in existing infrastructure provision, although there may be circumstances where supporting growth might be most effectively achieved through upgrading existing facilities, for instance through expanding existing schools.
- 1.4 The IDP is a living document and is updated as ongoing cooperation with infrastructure and service providers takes place to reflect any changes in circumstances regarding the requirement for infrastructure. The IDP was comprehensively reviewed and updated in 2018, covering transport, education, health, social and community infrastructure, public services, utilities, flood alleviation, and green infrastructure.
- 1.5 The Council is committed to undertake a comprehensive update of the IDP, to be conducted in two phases with specified timescales. The first phase focused on four infrastructure categories – transport, education, health, and flood alleviation - and the findings of the IDP were updated accordingly to reflect progress or altered circumstances with infrastructure delivery and funding; and to better reflect updated assessments of need, such as that in the latest School Organisation Plan. These themes were selected the first phase of the review as they had been identified as being of particular importance to local communities, as evidenced in representations made during consultation on the Site Allocations DPD.
- 1.6 The second phase has now been conducted and incorporated into this report, focusing on the remaining infrastructure categories of social and community infrastructure; public services; utilities; and green infrastructure.

- 1.7 The following extract from the IDP provides an up-to-date summary of infrastructure needs specifically identified in the West Byfleet and Byfleet ('the Byfleets') area to support new development that is likely to come forward in the area. It should be recognised that some larger schemes identified to meet development growth elsewhere in the Borough by the 2021 IDP review may have repercussions for infrastructure capacity in this locality, for example transport infrastructure schemes in the Town Centre which may ease congestion on the wider network; and flooding infrastructure schemes which may reduce flood risk elsewhere in the catchment area.

## 2. Summary of Context

- 2.1 The 2021 IDP reports on the latest national, sub-regional and local context within which an IDP is prepared (see Chapter 2).
- 2.2 The Core Strategy identifies the level and broad distribution of housing and employment provision in the Borough. It makes provision for the delivery of 4,964 net additional dwellings, 28,000sqm of additional office floorspace, 20,000sqm of warehouse floorspace, and 93,600sqm of retail floorspace for the period between 2010 and 2027. A Travellers Accommodation Assessment also identifies a need for 19 pitches to be provided between 2017 and 2027.
- 2.3 The Council is currently producing a Site Allocations Development Plan Document (SA DPD) which identifies land and allocates specific sites to enable the delivery of development identified in the Core Strategy. The DPD has recently undergone independent Examination, and the Council will be considering the Inspector's Report at a Council meeting in due course.
- 2.4 The Core Strategy was reviewed in 2018, and its housing requirement continues to be 292 dwellings per year. The majority of new homes will be located on previously developed land within and around the Town, District and Local Centres of Woking, but later in the plan period (2022-2027) sites are identified in the Green Belt to meet housing needs. Sites have also been identified to deliver employment uses, predominantly in the main centres and existing employment areas. Several sites are allocated for mixed uses to include residential, employment and in some cases, infrastructure uses, to deliver transport or green infrastructure improvements for example.
- 2.5 Table 1 lists the sites allocated in the Byfleets area to make a contribution towards the delivery of the Core Strategy/Site Allocations DPD. The list excludes safeguarded land that has been identified to meet future development needs beyond the current plan period up to 2027 as the potential development for this land and the key requirements to make their development acceptable will only be established upon a review of the Core Strategy and/or Site Allocations DPD.

Site Reference <sup>1</sup>	Site address	Location	Indicative No. of dwellings (net gain)	Indicative employment floorspace (net sqm)	Other allocated uses	Anticipated Timescale
UA1	Library, 71 High Road, Byfleet, KT14 7QN	Byfleet Local Centre	12		Library (community use)	2025-2026
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	West Byfleet Urban Area	-	10000sqm industrial use		Up to 2027
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	West Byfleet District Centre	12	181sqm retail use		2020-2021
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	West Byfleet District Centre	208	Re-provision existing office and retail use	Library (community use)	2022-2025
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet, KT14 6EF	West Byfleet Urban Area	28		Community use	2025-2027
GB9	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet	555		Public open space and	2022-2027

<sup>1</sup> As per the Proposed Main Modifications to the Regulation 19 consultation document, September 2020: <https://www.woking2027.info/allocations/sadpdexam/mmconsultation/mmschedule.pdf>

<b>GB9A</b>	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	West Byfleet	15 Traveller pitches		green infrastructure	2022-2027
<b>GB10</b>	Broad Oaks, Parvis Road, West Byfleet, KT14 6LP	West Byfleet	268	Office and research use		2020-2023
<b>GB11</b>	West Byfleet Junior and Infant School Playing Fields	West Byfleet			6.78ha urban open space	
<b>GB12</b>	Byfleet SANG	Byfleet			15.43ha Suitable Alternative Natural Greenspace (public recreation space)	

Table 1: sites in the Byfleets area allocated for development (as at February 2021)

- 2.6 Cumulatively, the SA DPD allocates land to deliver an indicative 1,098 net additional dwellings in the Byfleets, and 10,181sqm net additional employment floorspace. It should be noted that GB10 (Broad Oaks) is presently being delivered for 177 C3 dwellings, 155 C2 residential units and 900sqm of office floorspace.
- 2.7 Policy CS16: *Infrastructure delivery* of the Core Strategy sets out the framework for collecting financial contributions from developers to support improvements to infrastructure services and facilities that are required as a result of development. The Community Infrastructure Levy (CIL) was adopted in April 2015 as the primary means of securing developer contributions towards infrastructure provision in the Borough, in accordance with the priorities set out in the Council's Infrastructure Funding Statement. CIL is not intended to replace mainstream funding from public sector sources, but rather to reduce the gap between the cost of providing the required infrastructure to support a growing population and the amount of money available from other sources. The Council, along with other service providers and partners such as Surrey County Council and the Local Enterprise Partnership, will continue to explore other forms of available funding to complement developer contributions.
- 2.8 Planning obligations will continue to operate alongside CIL, but is highly likely to relate to site specific matters in order to mitigate the impacts of a development proposal. The Council may require developments to deliver infrastructure via planning conditions rather than planning obligations. This could be for infrastructure such as sustainable drainage systems (SuDS), other flood mitigation measures, other green infrastructure improvements and/or public art.
- 2.9 Some infrastructure, such as utility services, will continue to be delivered by the private sector and it is not the role of the IDP to set out mechanisms to secure funding. Developers may need to contribute directly to the private sector utility companies for connections or reinforcements to the network, but this is not the responsibility of the Council. The IDP does however describe any infrastructure schemes which have been identified by utility providers to meet the needs of planned development, and reflects the advice of providers i.e. that developers should engage with them early in the development management process.
- 2.10 There will also be publicly funded infrastructure where the Borough or County Councils are not responsible for their delivery. In these circumstances, the Borough Council may agree S106 contributions or apply CIL towards these types of infrastructure, but delivery will be the responsibility of other organisations, such as NHS England or Highways England.

### 3. Transport and Accessibility

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

#### The Road Network

- 3.1 Road infrastructure in Woking is the responsibility of Surrey County Council (SCC) as Highways Authority. The Strategic Road Network (SRN) (including the M25 and A3) is the responsibility of Highways England.
- 3.2 SCC has been involved throughout the preparation of both the Core Strategy and the SA DPD, carrying out a range of transport studies which model the effects of planned development, including cumulative growth, on the local road network. The SA DPD is a delivery mechanism for the Core Strategy, which was supported by the '2026 Transport Assessment Report' and the 'Cumulative Assessment of Future Development Impacts on the Highway Network'. To support the Green Belt Boundary Review – a key evidence base influencing the production of the SA DPD – a Green Belt Boundary Review Sensitivity Test was undertaken to understand the transport impacts of prospective housing allocations in various Green Belt locations. A 'Woking Town Centre Modelling Assessment' was also undertaken, and two further studies were conducted: the 'Potential Mitigation Study for the A245' and the 'A320 Corridor Study: Feasibility Study Final Report' to identify impacts of development and potential mitigation measures at

these locations<sup>2</sup>. The Transport studies are being scrutinised as part of the Examination of the SA DPD and the Council is satisfied that the studies continue to provide appropriate basis to inform transport infrastructure to mitigate the impacts of future development.

- 3.3 Surrey County Council's 'Woking Forward Programme'<sup>3</sup>, was last updated in 2018, identifying desired transport schemes for the Borough, subject to funding. The latest version was aligned with the spatial distribution of development foreseen by the SA DPD. An updated, draft version of the Forward Programme has been produced but is subject to approval. It now includes a range of sustainable transport schemes identified in the recent Local Cycling and Walking Infrastructure Plan (LCWIP) for Woking<sup>4</sup> (March 2020), and these have been included in the updated IDP Schedule accompanying the IDP report.
- 3.4 The following section summarises the findings for the Byfleet area, drawn from the conclusions of aforementioned transport studies; as well as ongoing engagement with transport infrastructure providers during key stages of SA DPD production and IDP review; and from the latest available information regarding progress with transport schemes.
- 3.5 Transport assessments supporting the preparation of the Core Strategy concluded that whilst significant highway infrastructure improvement measures on the wider road network were not considered to be a prerequisite to future development, a range of highway capital schemes in some urban areas, at key junctions and other sensitive locations, would be required to promote and manage additional demand generated by future development.
- 3.6 The Green Belt Boundary Sensitivity Test Strategic Transport Assessment<sup>5</sup> was undertaken to focus on areas of the Borough forecast to be most affected by the increased number of trips on the network resulting from Core Strategy and draft SA DPD scenarios. This included modelling the transport impacts of all known committed and planned commercial and residential development within and outside the Borough, plus 592 residential dwellings on Green Belt land at West Byfleet, to 2026 ('scenario F'). It forecast a total of 404 additional trips generated by new development for the weekday AM peak hour (0800-0900). Whilst this was found to generate only a small change to the wider transport network, a number of junctions and sections of roads in Pyrford, West Byfleet, Mount Hermon and Maybury were forecast to experience the greatest increases in flow and vehicle delay as a result of new development. The 'hotspots' were either existing problem areas that would be further exacerbated by new development, or were new problem areas. The ten links projected to incur the largest increases in flow of approximately 80 to 210 vehicles per hour are on the corridors of the B367 Coldharbour Road/Newark Lane southbound, A245 Parvis Road/Old Woking Road westbound, and Wych Hill Lane and York Road northbound, with green belt release at West Byfleet exacerbating existing congestion issues on these links.
- 3.7 The report also identified the corridors of the A245 Parvis Road/Old Woking Road and B367 Coldharbour Road/Newark Lane as having some of the greatest increases in flow

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<sup>2</sup> All transport studies are available under 'Transport and accessibility' at:

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

<sup>3</sup> Surrey County Council, Woking Forward Programme (September 2018): <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/local-transport-strategies-and-forward-programmes>

<sup>4</sup> Surrey County Council, Local Cycling and Walking Infrastructure Plan for Woking (March 2020): [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0006/230829/Local-Cycling-and-Walking-Infrastructure-Plan-for-Woking\\_p1.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0006/230829/Local-Cycling-and-Walking-Infrastructure-Plan-for-Woking_p1.pdf)

<sup>5</sup> Available at: <https://www.woking2027.info/ldfresearch/stagb.pdf>

as a result of the green belt release at West Byfleet, leading to increase in junction delay. However, the green belt release at West Byfleet was modelled to have minimal impacts on journey times, with the largest increase in journey time projected to occur at 26 seconds, a 2% increase, on the A245 westbound corridor during the AM peak hour. Figure 1 illustrates the 'hotspot' areas caused by 'scenario F' at weekday AM peak hour.

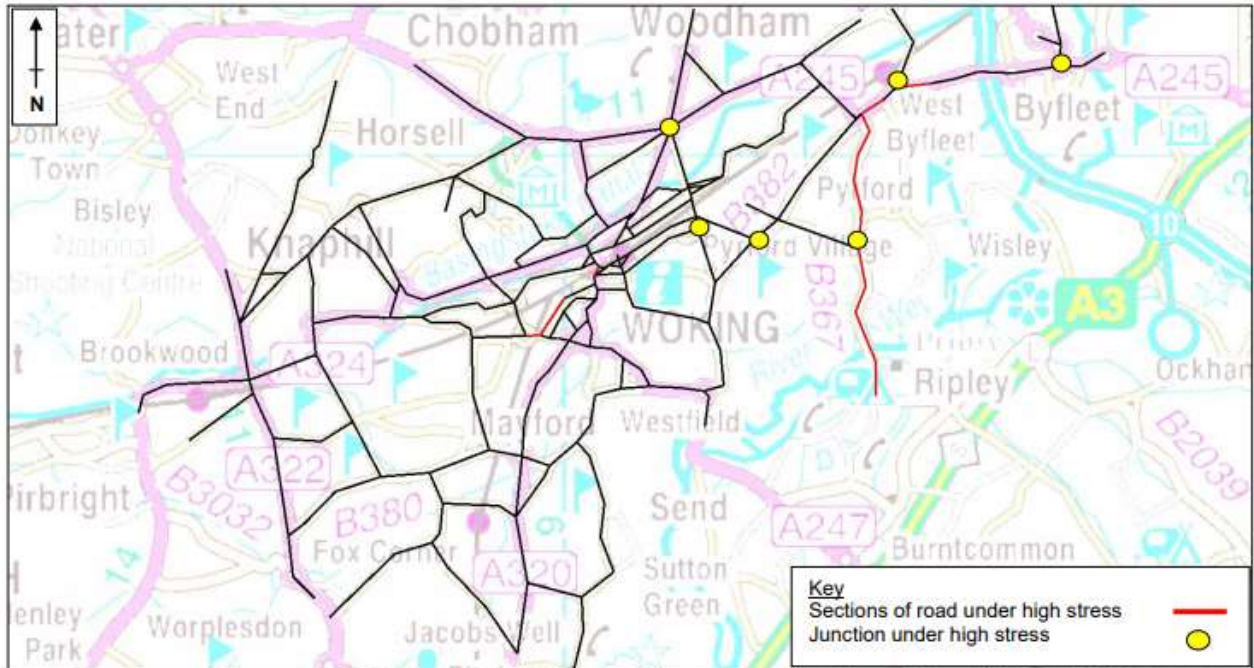


Figure 1: 'hotspot' areas caused by 'scenario F' at weekday AM peak hour (Source: Green Belt Boundary Sensitivity Test Strategic Transport Assessment, 2015)

3.8 These hotspots are areas of stress where drivers may be subject to considerable delay and are likely to require mitigation to facilitate any new development in the local area. Further transport modelling<sup>6</sup> was subsequently conducted to identify potential mitigation measures that could be introduced to address development impacts along the A245 corridor. Figure 2 illustrates the key locations which were studied in further detail:

<sup>6</sup> SCC Woking Local Plan Potential Mitigation Study (October 2017), available at: <https://www.woking2027.info/dfresearch/sccpotmit.pdf>



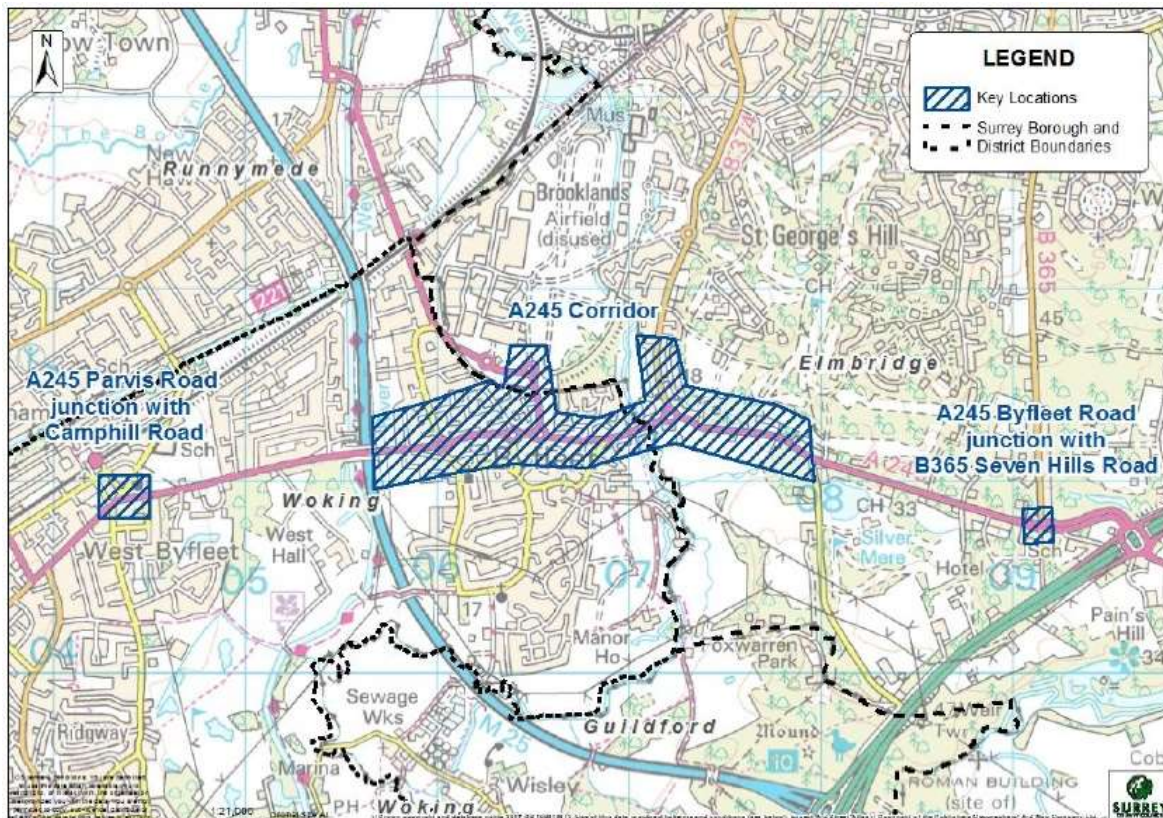


Figure 2: A245 corridor areas subject to further transport modelling

3.9 Table 2 summarises the different elements that were modelled as part of the study, and their associated mitigation proposal. Full details of capacity improvements can be found in the 'associated annex' of the study itself.

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



A245 j/w Camphill Road	Full upgrade of signal equipment to a system that continually optimises the stage timings on street - likely conversion to MOVA. Accompanied by on-street validation and monitoring of the site to ensure upgraded systems work efficiently.	F	
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Table 2: Mitigation Proposals on the A245 Corridor

- 3.10 It is acknowledged that development proposals might generate site specific impacts that have to be addressed as part of the development process. Specific key requirements have been set out in policies allocating land for development in the Byfleets area which require developers to conduct detailed Transport Assessments/Transport Statements and Travel Plans to assess the impacts of development on transport infrastructure and identify appropriate mitigation measures.
- 3.11 For relevant developments, key requirements also seek the submission of Travel Plans, which could be an effective means of managing the travel needs of development by sustainable modes of transport. They are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development, and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of the new site, rather than retrofitted after occupation. Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development).
- 3.12 The development of Travel Plans and Transport Assessments/Statements should be an iterative process as each may influence the other.
- 3.13 All of the sites allocated for residential and/or employment uses in the Byfleets bar the Camphill Club and Scout Hut (site reference UA41) are judged to have potential to contribute to significant amounts of transport movement, and will therefore be required to be supported by a Transport Assessment/Statement. These assessments must take into account the cumulative impacts of developments within the Byfleets area, and take existing intensity of transport use and the availability of public transport into account, as per Planning Practice Guidance<sup>7</sup>.
- 3.14 It should be noted that the trip generation estimates used purely for the purposes of SCC's strategic transport modelling project should not be used for any other projects of transport modelling specifically related to sites coming forward, however the scale and nature of the traffic impacts identified in the transport studies should be taken into account.
- 3.15 SCC have incorporated the mitigation schemes identified in the Potential Mitigation Study into the latest Forward Programme, and they are also reflected in the IDP Schedule, including anticipated costs. Since the study was conducted, SCC have confirmed that the A245 / B365 Seven Hills Road junction is being taken forward as part of the M25 J10 scheme.

<sup>7</sup> National Planning Practice Guidance Paragraph: 013 Reference ID: 42-013-20140306, available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

- 3.16 Highways England has applied to the Secretary of State for a Development Consent Order (DCO) to authorise the junction improvement proposals<sup>8</sup>. The scheme recognises that various communities, including Byfleet, are affected by traffic using local roads to access the A3 and M25. The additional capacity provided by the scheme would improve traffic flows along the local roads that cross the A3 at these junctions, including the A245 corridor. The DCO examination was completed in mid-July 2020. The Secretary of State was originally due to make a decision by 12 January 2021, but the deadline has been extended to November 2021 to enable further consultation on the application, including on the question of appropriate provision of replacement land to compensate for the proposed special category land to be compulsorily purchased under the DCO. The start of works was planned for spring 2022, but this may be impacted by the extended decision deadline. Balfour Beatty Atkins has been contracted to build the scheme, with the improved infrastructure anticipated to be open for traffic in 2023-24<sup>9</sup>.
- 3.17 Highways England note that it is unlikely that the majority of development foreseen in the Site Allocations DPD will result in a significant impact on the SRN. As per key requirements in the site allocation policies, development proposals coming forward which could potentially lead to impacts on the SRN must submit a detailed Transport Assessment and Travel Plan, fully assessing the direct and cumulative impact of development and identifying any appropriate mitigation measures. Highways England is supportive of proposals that consider measures which manage down demand and reduce the need to travel, and any infrastructure improvements on the SRN should only be considered as a last resort. Highways England will continue to be consulted on development proposals as part of the development management process, and in particular on any proposal coming forward on land surrounding West Hall, in West Byfleet (site allocation reference GB9/GB9A).
- 3.18 These road infrastructure requirements, and others in proximity to the Byfleets that will improve the capacity of the local road network, have been included in the Forward Programme as follows (with further additions upon consultation with SCC added in square brackets):

Scheme ID	Location and scheme / package description	Scheme purpose	Principal transport type	Current delivery stage	Estimated cost (with base year where known)	Potential funding sources
<b>HIGHWAY SCHEMES (SRN AND OTHER MAJOR ROADS)</b>						
HW2	Six Crossroads Roundabout Modernisation and Capacity Improvements, including reconfiguration of the roundabouts, investigating the option of signalisation, as well as enabling walk/cycle movements through/across the junction	To support housing growth and expansion of St Peter's Hospital, tackle existing congestion and accommodate walking and cycling movements (noting this is the junction of National Cycle Route 223/Mars Route with the Titania and Oberon cycle routes)	Multiple transport types	Identification	£6.9m	Housing Infrastructure Fund, Enterprise M3 Local Enterprise Partnership, Community Infrastructure Levy

<sup>8</sup> Planning Inspectorate Scheme Reference TR010030; Application Document Reference TR010030/9.153. All documents available to view on the National Infrastructure Planning website here: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-10a3-wisley-interchange-improvement/?ipcsection=overview>.

<sup>9</sup> According to timelines set out in Highway England's Delivery Plan 2020-2025 available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/910866/5-year-Delivery-Plan-2020-2025-FINAL.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910866/5-year-Delivery-Plan-2020-2025-FINAL.pdf).

HW3	Widen entries and exits and introduce a two-lane circulatory carriageway at Chertsey Rd/Martyrs Lane roundabout	To support planned housing growth	Private motor vehicle	Identification	£1.1m	Housing Infrastructure Fund, Enterprise M3 Local Enterprise Partnership, Community Infrastructure Levy
HW5	A245 Parvis Road junction with Camphill Road - junction improvement [junction was refurbished in 2018. Next phase: enhance its operation with MOVA – a new dataset to be devised and tested, new loops cut, alterations made to the controller and ensuring active travel measures can be optimised]	To cater for aggregate effects of development on traffic volumes	Private motor vehicle	Identification	To be determined [c£75k initial estimate]	Enterprise M3 Local Enterprise Partnership, Department for Transport, Community Infrastructure Levy
HW6	A245 from M25 bridge to Redhill Road, with A318 and B374 links into Brooklands: capacity improvements [Add Keep Clear markings on the A245/B374 Brooklands roundabout; increase size of A245/Chertsey roundabout to allow two circulation lands and ensuring compatibility with active travel measures]	To cater for aggregate effects of development on traffic volumes	Private motor vehicle	Identification	To be determined [initial estimated c.£8k for Keep Clear markings and c.£500k-1m for A245/Chertsey roundabout]	Enterprise M3 Local Enterprise Partnership, Department for Transport, Community Infrastructure Levy
<b>LOCAL WEST BYFLEET AND BYFLEET AREA SCHEMES</b>						
WB1	West Byfleet one-way system improvements, including pedestrian and cycle access to the station and improvements to the routing and stopping locations of buses in the town centre/railway station area	Improving congestion and making walking, cycling and bus use more convenient alternatives to travel by car/van	Multiple transport types	Feasibility	£1m - £2m (2014)	Community Infrastructure Levy, Section 106

## Sustainable Transport

- 3.19 The mitigation options described above are in addition to the non-motorised user (NMU) mitigation measures identified in the Forward Programme, and those NMU measures that would arise from detailed transport assessments conducted as part of the development management process when proposals come forward for consideration (in response to key requirements incorporated into site allocation policies).
- 3.20 Investment in cycling, pedestrian and bus infrastructure was identified in the 2018 IDP as essential in accommodating additional movement generated by substantial development growth. Since the last IDP review, substantial additional investment will be required in walking and cycling infrastructure to match the government's Gear Change agenda, keep pace with high levels of active travel investment elsewhere, and fulfil Woking's potential for many more journeys to be walked and cycled, with associate economic, health and environmental benefits.
- 3.21 The Woking Sustainable Transport Package aims to provide a sustainable transport package for walking and cycling infrastructure to support access to employment sites and to rail stations in Woking. By improving links between employment sites in areas such as Byfleet Industrial Estate, a more holistic use of the transport system will be made available, easing congestion on the road network and accommodating development growth. Phase 1 of the project addresses needs in the south and west of the Town, so

it is intended that Phase 2 will look to address needs in the east and north of the Town, drawing on schemes in the Forward Programme. A detailed bid for the second phase will be drawn up after the delivery of Phase 1, due for completion in May 2021.

- 3.22 Following the publication of Government's Cycling and Walking Investment Strategy in 2017<sup>10</sup>, SCC and WBC have worked together to develop the Local Cycling and Walking Infrastructure Plan for Woking (LCWIP) (March 2020)<sup>11</sup>, which identifies how investment might best be made to grow rates of walking and cycling in Woking. LCWIPs are a new approach, devised by the Department for Transport, to improve walking and cycling networks in local areas. The plan has identified a need to invest in the condition and quality of walking and cycling infrastructure to encourage more journeys to be made on foot or bike, and free up capacity on the road network. This investment will make cycling and walking more attractive, and play an important role in keeping people and freight moving despite substantial growth in new housing and business development.
- 3.23 The measures in the LCWIP are intended to build upon the Woking Integrated Transport Project and Woking Sustainable Transport Package infrastructure improvements, to reach more of Woking's neighbourhoods with better quality facilities, connecting them to the town centre and to each other. A number of priority walking and cycling routes have been identified where early investment has the greatest potential to increase rates of walking and cycling – these have been added to the latest draft Forward Programme. The Plan recognises that improvement is required on a number of routes in the Byfleets area, but prioritises the following schemes to direct investment in the most advantageous locations first:

Scheme ID	Location and scheme / package description	Scheme purpose	Principal transport type	Current delivery stage	Estimated cost (with base year where known)	Potential funding sources
<b>ACTIVE TRAVEL SCHEMES</b>						
AT2	Upgrade and complete the Ceres cycle route linking Woking railway station with West Byfleet railway station through Sheerwater, via Maybury Rd/Walton Rd and Albert Drive. Introduce an end-to-end facility in line with national cycle design guidance (Local Transport Note 1/20) with ability to join/leave the route at all junctions. Note this will need to be delivered complimentary to (or even alongside) schemes MS8 and MS9.	Support growth in rates of cycling to/from Woking and West Byfleet town centres and railway stations, as a healthy and sustainable method of travel that avoids car trips that contribute to congestion	Active travel	Detailed design	To be determined	Department for Transport Emergency Active Travel Fund, Community Infrastructure Levy
AT5	Assess Miranda cycle route between West Byfleet town centre and Maybury East Hill along Old Woking Road using Department for Transport's Cycling Level of Service and Junction Assessment Tools to identify improvements required to existing facilities - and following this implementation	Align infrastructure along this route with modern cycling standards and in turn encourage growth in rates of cycling (as a healthy, sustainable travel choice that avoids car/van trips	Active travel	Identification	To be determined	Enterprise M3 Local Enterprise Partnership; Community Infrastructure Levy, Department for Transport Active Travel funding

<sup>10</sup> DfT Cycling and Walking Investment Strategy (2017):

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/918442/cycling-walking-investment-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918442/cycling-walking-investment-strategy.pdf)

<sup>11</sup> Woking Local Cycling and Walking Infrastructure Plan (February 2020):

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

	of measures in line with findings.	that contribute to congestion)				
AT6	Assess Ariel cycle route, section between West Byfleet to/across the A3 at Wisley, using Department for Transport's Cycling Level of Service and Junction Assessment Tool to identify how a cycle route can be established here in line with design guidance - and following this implementation of measures in line with findings.	Introduce infrastructure along this long proposed route with modern cycling standards and in turn encourage growth in rates of cycling (as a healthy, sustainable travel choice that avoids car/van trips that contribute to congestion). Links to Wisley Gardens and new Wisley development.	Active travel	Identification	To be determined	Enterprise M3 Local Enterprise Partnership; Community Infrastructure Levy, Department for Transport Active Travel funding
AT8	Basingstoke Canal (Brookwood to West Byfleet) safety and environmental improvements to support walking into and around town.	Better support the canal's role as an important artery for walking into and around town, by improving environment and safety.	Active travel	Identification	£1m (2020)	Department for Transport Active Travel funding, Enterprise M3 Local Enterprise Partnership, Community Infrastructure Levy

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

3.25 As well as identified priority routes, the Forward Programme includes a suite of targeted improvements at various locations across the Borough as identified by audits undertaken as part of the LCWIP preparation. The maps in Appendix 3 indicate where these routes are situated in the Byfleets. SCC will work with WBC to implement these targeted improvements where possible as development comes forward.

3.26 Typical improvement measures include:

Walking	Cycling
<ul style="list-style-type: none"> <li>Introducing new footways and paths, where these are observed to be missing</li> <li>Re-surfacing footways and paths, and improving drainage where needed</li> <li>Widening footways and paths where there is the opportunity to do so, particularly at 'pinch point' locations where the path narrows</li> <li>Installing new or upgraded crossings, or relocating crossings to better suit pedestrian desire lines</li> <li>Making it easier for pedestrians to cross at road junctions, for instance by using refuge islands to reduce crossing distance and tightening corner radii to slow traffic at these safety critical locations</li> <li>Installing or modernising accessibility features, such as dropped kerbs and tactile paving</li> <li>Introducing places of interest and places to shelter and rest along routes, to encourage more people to spend time on the route, increasing the number of 'eyes on the street' and thereby personal security</li> <li>Installing traffic calming features and/or reviewing the speed limit on local streets</li> </ul>	<ul style="list-style-type: none"> <li>High-quality cycle facilities to enable safer cycling along busier routes and to key destinations;</li> <li>Opportunities for cycling in parks and along river tow paths to link key destinations;</li> <li>Encouraging bicycles and cars to use different routes by closing roads to through-traffic where there is a suitable alternative route;</li> <li>Lowering speed limits on roads with low traffic volumes, so cyclists can share the carriageway;</li> <li>Priority for bicycles going straight on over side roads;</li> <li>Priority for bicycles at difficult junctions e.g. an advanced green light for cyclists or an all-cycle green phase, with cycle movements permitted;</li> <li>Permit and facilitate cycle movements in all directions at junctions;</li> <li>Traffic calming measures such as removing centre markings and reducing the width of the carriageway;</li> <li>Increasing cycle-permeability of town centres e.g. through segregated contra flow cycling along one-way streets;</li> <li>Toucan crossings which accommodate cyclists as well as pedestrians;</li> </ul>



<ul style="list-style-type: none"> <li>• Removing, relocating or upgrading street furniture and boundary markers which are damaged, obstructive or overbearing</li> <li>• Installing CCTV and/or lighting for security and reassurance, particularly after dark</li> <li>• Upgrading bus stops where shelters or poles are damaged, or where there is not enough width for pedestrians to pass waiting bus passengers</li> <li>• Reviewing traffic light timings to give pedestrians time to cross, and reduce waiting times where practical</li> <li>• Relocating parking, or introducing parking restrictions</li> <li>• Separating walkers and cyclists at conflict locations</li> <li>• Introducing improved wayfinding</li> <li>• Introducing hazard signage</li> </ul>	<ul style="list-style-type: none"> <li>• Providing of cycle parking at key locations such as town centres and schools;</li> <li>• Consideration of residential cycle storage solutions e.g. for people living in flats or without a shed or garage;</li> <li>• Comprehensive route signing to encourage cyclists to use the most appropriate streets;</li> <li>• Advance information and diversions for cyclists around road works;</li> <li>• Resurfacing facilities used by cyclists where needed;</li> </ul>
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3.27 Similar needs have been identified by the West Byfleet, Byfleet and Pyrford Neighbourhood Forums in an 'Active Travel' Vision Statement, calling for specific infrastructure improvements, subject to funding, as follows:

- Dedicated and separated protected cycle and walking paths on both sides of major road routes i.e. Parvis Road, Old Woking Road, Sheerwater Road, Sopwith Drive, and Oyster Lane, or at a minimum have shared pedestrian and cycle paths or protected lanes on both sides of the road to national standards;
- Safe cycling routes will be reinforced or introduced in Chertsey Road, Camphill Road, Station Road, Woodlands Avenue, Madeira Road, Pyrford Road, Oakcroft Road and Coldharbour Road;
- Appropriate signal control crossings to be installed to facilitate the continuity of active travel paths and safe cycling routes, particularly Sopwith Drive near Viscount Gardens, Parvis Road at Sopwith Drive, Sheerwater Road and Madeira Road, and Old Woking Road at Coldharbour Road.

3.28 The local community aims to work with the relevant bodies, such as SCC, WBC, Highways England, and local developers to promote this vision and the actions required to achieve it.

3.29 The LCWIP and Forward Programme will provide SCC with the basis for funding bids to support investment in cycling and walking infrastructure. Developer contributions in the form of CIL or S106 agreements might supplement this funding where improvement measures can directly address traffic impacts caused by development.

3.30 On 13 November 2020 it was announced<sup>12</sup> that Surrey had been allocated £6.446m to carry out a phase of works for a number of active travel schemes. The bid submitted to the DfT<sup>13</sup> recognises Woking's plans for future growth, with distinct areas expected to be affected by additional trips generated by development, particularly Woking Town Centre and West Byfleet. One of the nine proposed schemes is the development of significant cycling improvements to the Woking to West Byfleet corridor (via Madeira Road), as identified in the Woking LCWIP. The project would result in a continuous cycle route between Woking and West Byfleet including cycle segregation and some shorter sections of shared cycle/footway path. The proposals will also improve

<sup>12</sup> Active travel fund: final allocations (13 November 2020):

<https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations>

<sup>13</sup> Active Travel Fund Tranche 2 Funding Bid, including Woking to West Byfleet Concept Plan: <https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/surreycovidnortheast/200715%20T2%20Proforma%20-%20SCC%20FINAL%20SUBMISSION.pdf>

connections to Sheerwater and Maybury Estates, identified as Priority Places in the Core Strategy; as well as support trips to West Byfleet and Woking rail stations from both the residential and employment areas which lie in between the two stations. Investment along this route would encourage active travel between West Byfleet and the Town Centre, and reduce traffic on the local road network. SCC is currently consulting with a range of key stakeholders with a view to ranking the schemes in order of priority, followed by detailed design and completion by April 2022. The route is illustrated by Figure 3 below.

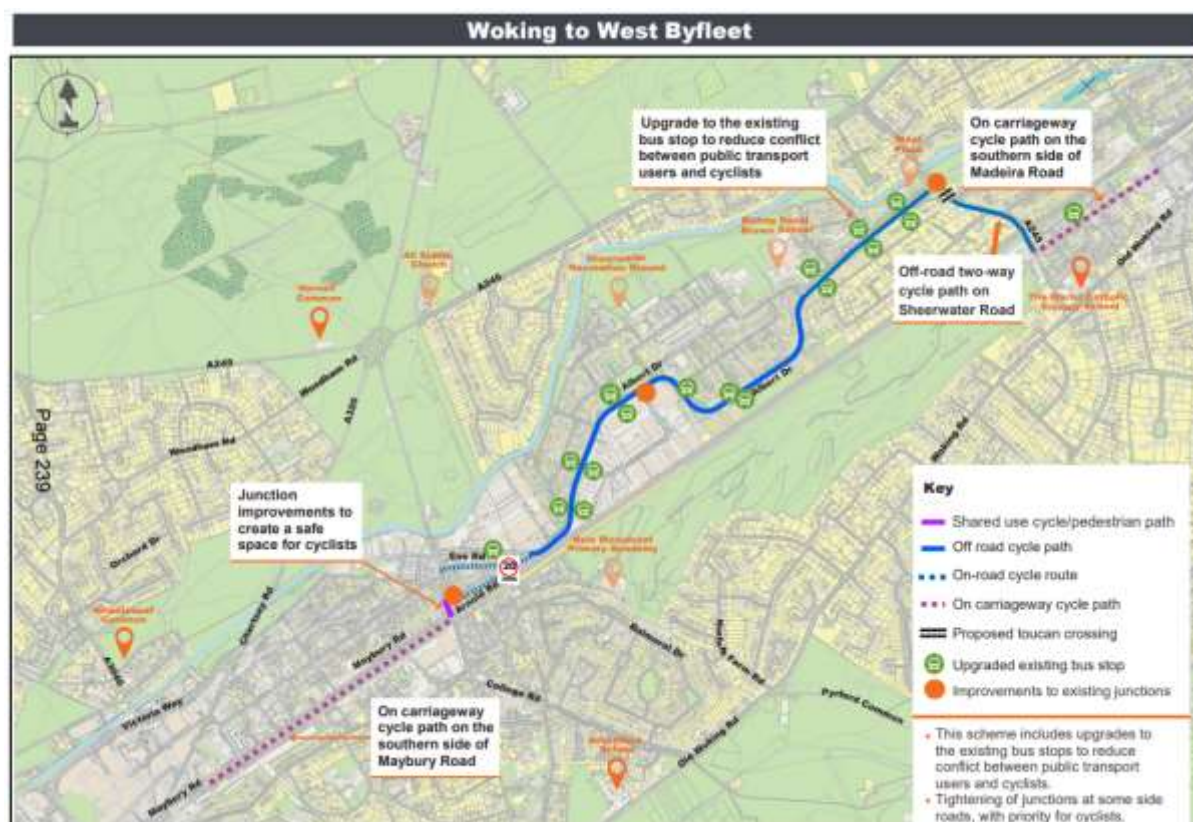


Figure 3: Woking to West Byfleet active travel infrastructure proposals (Source: SCC Active Travel Programme, March 2021)

- 3.31 Those schemes that are unsuccessful in being prioritised for delivery will remain on the list for future funding opportunities and reviewed through the LCWIP programme.
- 3.32 In addition to the LCWIP schemes, SCC has been engaged at key stages of the SA DPD preparation process to identify potential walking and cycling improvements within and in the vicinity of proposed sites. Areas identified for potential improvement were subsequently highlighted within key requirements of the relevant site allocations policy, to be further assessed as part of the Transport Assessment submitted with a planning application.
- 3.33 In addition to cycling and walking infrastructure, the Forward Programme identifies a series of bus and rail infrastructure schemes which will directly or indirectly increase transport infrastructure capacity in the Byfleets area, as follows:

Scheme ID	Location and scheme / package description	Scheme purpose	Principal transport type	Current delivery stage	Estimated cost (with base year where known)	Potential funding sources
PASSENGER TRANSPORT SCHEMES						

PT1	Creation of a new grade-separated 'flyover' railway junction and reconfiguration of railway station to enable capacity for additional trains (including those stopping at West Byfleet railway station). Will need to be coordinated with work to widen Victoria Arch, and any work to redevelop Woking railway station (Scheme IDs CV1 and PT2)	Support economic growth by increasing the capacity of the South West Main Line. Improve operational performance at Woking when combined with additional capacity at London Waterloo	Passenger transport	Identification	£100 million (2014)	Network Rail, Enterprise M3 Local Enterprise Partnership
PT5	'Quality Bus Corridor' improvements to routes in the east of Woking Borough (e.g. Sheerwater and West Byfleet areas), to include upgraded and accessible bus stops, continued rollout of real-time passenger information, improved ticketing, and remodelling roadspace to make bus journeys faster, more reliable and more punctual.	Grow rates of bus use through increased passenger convenience and comfort, and improved bus journey times and journey time consistency	Passenger transport	Identification	To be determined	Enterprise M3 Local Enterprise Partnership; Bus operators; Woking Borough Council; new development
PT8	Improved access to and from West Byfleet railway station (including its subway) by all modes, including improved bus integration, local cycle facilities and cycle parking, improved car parking and improved access to the station on foot.	To improve accessibility to the railway station and encourage more sustainable travel choices.	Passenger transport	Identification	To be determined	Community Infrastructure Levy; train operator; Joint Committee

3.34 SCC has identified the need for improved accessibility to and from West Byfleet railway station by all modes. Whilst new development in West Byfleet and Byfleet may result in increased patronage at their respective railway stations, Network Rail have not indicated that improved facilities at these stations would be required in order to accommodate growth. Woking Area Capacity Enhancements, including Woking Flyover, will be key to unlocking future mainline capacity across the wider Wessex network, including that at West Byfleet and Byfleet and New Haw stations. The Council is working with Network rail to ensure the delivery of the improvements. The replacement of the Victoria Arch bridge, which has just begun will be an essential element of the rail improvements.

3.35 Byfleet, West Byfleet and Pyrford Neighbourhood Forums have identified a need to improve the environment at West Byfleet railway station reflected in an 'Active Travel' Vision Statement, which aligns with the objectives of SCC's scheme ref. PT8. The following infrastructure improvement schemes are put forward as priorities, subject to funding, and subject to agreement with Network Rail and South West Railways:

- The first 20 spaces of Station Car Park to be dedicated to 30 minutes' parking only (APNR controlled) providing parking for occasional shopping or station passenger pick-up;
- The bicycle park to be replaced with modern, secure and larger cycle facility between Stratford House and the railway embankment;
- An additional non-vehicular railway crossing via tunnel or bridge to provide segregated safe access for cyclists and pedestrians across the railway independent of road traffic, and encourage movement by active travel between each side of the railway.

3.36 The Office of Rail and Road estimations of station usage indicate that entries and exits at West Byfleet station decreased over 2019/20 compared to 2018/19, possibly attributed to engineering works and strike action towards the end of 2019 and national restrictions on travel towards the end of March 2020 due to COVID-19. The pandemic

represents a very uncertain planning and operating environment for Network Rail, whose focus may subsequently shift away from delivering a large increase in capacity to meet growth in commuter demand, towards delivering improved reliability and flexibility. For passengers at West Byfleet and Byfleet and New Haw stations, this could include new ticketing models for example, which are better suited to passenger needs and new work patterns, accompanied with a greater focus on service quality and reliability.

- 3.37 These challenges are recognised in Surrey's new Rail Strategy<sup>14</sup> (March 2021), commissioned by SCC in April 2020. It demonstrates how commuter patterns were already changing before the pandemic, as rail commuters were increasingly taking fewer trips per week with a growing likelihood that many workers will now work remotely and not return to commuting five days a week<sup>15</sup>. As well as having profound impacts on demand for rail travel, COVID-19 may also impact the financing of railway infrastructure, with government investment constrained (£1bn was removed from the Network Rail CP6 budget in the November spending review). The Rail Strategy reinforces the need, identified in the LCWIP, for active travel enhancement to improve accessibility via a permanent cycle way.
- 3.38 Developers of sites UA40 (Camphill Tip), UA41 (Car park to the east of Enterprise House) and UA43 (Camphill Club and Scout Hut) will need to consider Network Rail's standard guidelines and requirements<sup>16</sup> as these sites are located adjacent or in close proximity to railway infrastructure.
- 3.39 In terms of parking infrastructure, development proposals are expected to demonstrate compliance with policy CS18: *Transport and accessibility*, and its car parking standards. The Council adopted an up-to-date Parking Standards SPD in April 2018 which sets the appropriate car and cycling parking standards for all forms of new development – including that of proposal sites in the Byfleets. Electric vehicle infrastructure parking standards in the Climate Change SPD must also be taken into account.

### Note on funding

- 3.40 Where contributions are secured to mitigate the impact of new development upon County Council transport infrastructure and services, SCC will use the approach set out in its Developer Contribution Guide (November 2020)<sup>17</sup>, under section 4 'Highways and Transportation'. The Guide also sets out how the County Council delivers small-scale local highways schemes through the neighbourhood portion of CIL collected, such as vehicle activated speed signs. SCC would want to work with Neighbourhood Forums and other groups representing the Byfleets area on smaller highway or rights of way schemes that have been prioritised locally.

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<sup>14</sup> Draft available at:

<https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=77778#:~:text=A%20New%20Rail%20Strategy%20for%20Surrey%20was%20commissioned%20by%20Surrey,communities%2C%20and%20tackling%20health%20inequality>.

<sup>15</sup> Transport Focus 'Travel during Covid-19' (February 2021), available at:

<https://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2021/02/12115246/Travel-during-Covid-19-survey-12-February-2021.pdf>

<sup>16</sup> Network Rail's suite of relevant standards are available here: <https://www.networkrail.co.uk/industry-and-commercial/third-party-investors/downloads-for-third-parties/>

<sup>17</sup> Surrey County Council Developer Contribution Guide, November 2020, available at:

[https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0010/184978/Developer-Contribution-Guide-2020\\_p1.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf)

## 4. Education - Early Years, Primary and Secondary Schools

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

### Early Years Infrastructure

- 4.1 Since the 2018 IDP was published, the Childcare Sufficiency Assessment (CSA) has been updated. Following the Early Years census in January 2020, the CSA concluded that places in early years provision across Woking were busy and healthy for funded and unfunded places, but that the ward cluster of Canalside, Horsell, Mount Hermon and Pyrford continues to experience a deficit of funded early education places
- 4.2 As there is no capital allocated by the council for the development of early years places, funding is sought for the development of additional infrastructure provision from new housing developments which yield 7 early years age children per 100 new dwellings (0.07 pupils per unit). Developer contributions are sought through S106 agreements or CIL to support early education provision, once specific schemes are identified.
- 4.3 Table 3 reflects a high-level view of the additional early years' provision required to 2027 to support potential development sites in the Byfleets area, as identified in the draft SA DPD to support Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020)<sup>18</sup>: a yield factor of 0.07 equating to 7 early years age children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £9,615 per additional early years place.
- 4.4 These calculations will continue to be refined as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential early years yield).

Location	Residential units (net) <sup>19</sup>	Estimated early years yield arising from	Estimated cost of additional primary provision	Early years ward cluster anticipated to be most affected	Indicative ability to meet demand

<sup>18</sup> Available at: [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0010/184978/Developer-Contribution-Guide-2020\\_p1.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf)

<sup>19</sup> Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield early years children



		<b>planned housing<sup>20</sup></b>			
Byfleet and West Byfleet	735 <sup>21</sup>	51	£490,365	Byfleet & West Byfleet	Additional capacity required

Table 3: Indicative early years children yielded by planned development in the Byfleets

- 4.5 The ward of Byfleet and West Byfleet includes 735 proposed new homes (excluding specialist units for the elderly) which would yield the need for an (indicative) additional 51 early years places. Currently there is a mix of two full day care provision, three term time extended day pre-schools and nursery provision within the maintained school. The current provision will not meet anticipated demand for additional places created through the proposed development. Additional development of early years' provision will be needed in this area to support the demand for the early years' places. WBC will work closely with SCC to identify specific needs and solutions as development proposals come forward, and the dwelling mix, number of bedrooms and phasing of delivery becomes clearer.

## Primary School Infrastructure

- 4.6 As the Local Education Authority, SCC has a statutory duty to ensure that there are enough school places in the county to meet demand from housing growth. SCC's latest School Organisation Plan<sup>22</sup> describes the outcome of forecasts of supply and demand for school places over the next decade, highlights the areas this will impact in the county, and sets out plans to manage this. To support the projecting of pupil numbers and school place planning, WBC provides the county council with data twice a year consisting of housing completions, permissions and longer term trajectories. Data includes anticipated dwellings yielded on sites allocated in the draft SA DPD, using indicative housing trajectories over the period to 2027.
- 4.7 Schools operate most efficiently and effectively when full or nearly full. To this end, SCC seeks to keep the number of vacant places to a minimum, but allows around 5% surplus of places in an area to allow flexibility in responding to parental preference and to account for unexpected changes in pupil numbers. SCC will not typically seek to add school places in an area where this would create a sustained long-term surplus of places significantly in excess of this amount.
- 4.8 The following section summarises the latest position for the Byfleets, drawing on forecasts from the latest School Organisation Plan 2020-2030 and further input from SCC's Education Place Planning Team.

Name	Nursery provision	Specialist centre	Phase	Type of school	School capacity <sup>23</sup> (March 2021)	No. of pupils <sup>24</sup> (Oct 2020)	% Surplus
<b>Byfleet &amp; West Byfleet Primary School Planning Area</b>							
Byfleet Primary School			Primary	Academy	210	236	-12.4%

<sup>20</sup> Early years yield factor of 0.07 equating to 7 early years age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

<sup>21</sup> Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

<sup>22</sup> The latest School Organisation Plan 2020-2030 is available at: [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0011/256754/School-Organisation-Plan-2020-30-comp.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/256754/School-Organisation-Plan-2020-30-comp.pdf)

<sup>23</sup> Excludes nurseries, specialist centres and temporary bulge classes

<sup>24</sup> Data from School Census, October 2020

The Marist Catholic Primary School			Primary	Academy	420	417	0.7%
Pyrford CofE Aided Primary School	✓		Primary	Academy	480	478	0.4%
St Mary's CofE Primary School	✓		Primary	Voluntary Controlled	420	400	4.8%
West Byfleet Community Infant School			Infant	Community	270	270	0%
West Byfleet Junior School			Junior	Community	360	340	5.6%

Table 4: Capacity in primary schools in the Byfleets (2020/21)

- 4.9 Where the number of pupils is more than the Published Admission Number, this is generally because additional places were offered to meet local demand, such as at Byfleet Primary School. To keep pace with growing demand in the past, just under half of the Borough's primary schools have now been expanded – this predominantly involved commissioning bulge classes and additional permanent expansions in pupil admission numbers in areas of exceptional demand. One such school is West Byfleet Junior School, which was expanded in 2017 to accommodate an additional 30 children per year (120 additional children in total).
- 4.10 With the use of temporary bulge classes and additional permanent expansions in areas with exceptional demand, all primary education needs in the Byfleets area are currently being sufficiently met.
- 4.11 The School Organisation Plan forecasts a decline in demand for reception places over the period to 2030, in line with recent birth trends. Applications for September 2021 entry were 14% lower than those from the peak in 2016. With the falling birth rate, new housing is now anticipated to be the main contributor to place planning pressures in Woking.
- 4.12 Table 5 is a high-level view of the additional primary provision required to 2027, referring to planned development in the Byfleets identified in the draft Site Allocations DPD to enable the delivery of the Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.25 equating to 25 primary age children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £13,728 per additional primary school place.
- 4.13 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) <sup>25</sup>	Estimated primary pupil yield arising from planned housing <sup>26</sup>	Estimated cost of additional primary provision	Primary school area anticipated to be affected
Byfleet and West Byfleet	735 <sup>27</sup>	184	£2,525,952	Byfleet & West Byfleet primary planning area

Table 5: Indicative primary aged children yielded by planned development in the Byfleets

<sup>25</sup> Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

<sup>26</sup> Primary yield factor of 0.25 equating to 25 primary age children per 100 dwellings, in accordance with SCC Developer Contribution Guidance (November 2020)

<sup>27</sup> Proposed site allocation GB10 Broadoaks is anticipated to include 155 (net) specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

- 4.14 SCC has factored this housing growth into their pupil place forecasting system. At this stage the scale of planned development, both individually and cumulatively when taking into account likely distribution of pupils across school planning areas, is not anticipated to be such that it would warrant the establishment of a new school. SCC therefore intends to meet any future primary school place demand through expansion in admission numbers rather than through building new schools.
- 4.15 The effect of planned development in West Byfleet and Byfleet will be closely monitored as primary schools in the area are already at or near capacity. No particular schools are currently being considered for expansion, whether temporary or permanent, as it is anticipated that further places may not be required with the falling birth rate. However, this needs to be closely monitored – it is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing or migration trends.
- 4.16 Independent schools can also play a role in accommodating the needs of children yielded by new development. In Surrey, the proportion of children attending private school is high - approximately 21% of the county's school age population, compared to 7% nationally. There are several independent primary schools serving the Byfleets area, including Greenfield School, which moved to its larger site on Old Woking Road in 2019. Capacity has increased from 198 pupils in September 2018, to 267 pupils in September 2020. The DfE has confirmed to the school that it should be approved for 408 pupils when the expansion works are complete, planned for June 2021, which will make a positive contribution to meeting the need for additional places in the Byfleets. It should be noted that SCC does not take private school trends into account in its place planning, as the Council has a statutory duty to ensure all Surrey pupils are catered for via state-funded schools in the first instance.

## Secondary School Infrastructure

- 4.17 Woking is a single secondary school place 'planning area' and has five secondary schools located within the Borough. Schools anticipated to serve the majority of pupils generated by planned development in the Byfleets include Fullbrook School (located in the Borough of Runnymede, but whose admissions area includes Byfleet, West Byfleet and Pyrford), Bishop David Brown School in Sheerwater, St John the Baptist Roman Catholic School in Old Woking, and a number of independent secondary schools throughout the county. Christ's College in Guildford Borough also accommodates a very small proportion of pupils.

Name	Type	School Capacity <sup>28</sup> (2020)	No. of pupils (2020) <sup>29</sup>	% Surplus
Bishop David Brown School	Academy	750	611	18.5%
St John the Baptist Catholic Comprehensive School	Academy	1140	1127	1.1%
Fullbrook School (in Runnymede Borough)	Academy	1200	1162	3.1%

Table 6: Capacity of state secondary schools serving the Byfleets

- 4.18 Most of Woking's secondary schools are largely at, or very close to capacity, although Table 6 shows that Bishop David Brown School has a larger surplus of places.
- 4.19 In response to rising demand, SCC has expanded existing schools – most recently at St John the Baptist School - and worked with WBC to establish a new school. A new secondary free school is now fully established on its permanent site on Egley Road –

<sup>28</sup> Excludes specialist centers, bulge classes and sixth form provision.

<sup>29</sup> Data from School Census, Oct 2020

Hoe Valley School. The school increased its published admissions number (PAN) from 120 to 150 in September 2020 to help meet the increased demand for secondary places in the Borough. Whilst its admissions area isn't intended to extend to the Byfleets area, it has served to ease pressure for additional places at the secondary schools that accommodate its pupils.

- 4.20 The School Organisation Plan 2020-2030 projects that secondary demand will mirror primary demand as the larger cohorts transition into secondary school. The secondary school population is forecast to increase in Woking to 2023/24, before stabilising and declining from 2027/28 onwards. The focus is therefore shifting to secondary school infrastructure and the increased number of primary pupils now transitioning into the secondary sector. New housing developments will contribute towards this increased demand.
- 4.21 Table 7 reflects a high-level view of the additional secondary provision required to 2027 from potential development sites in the Byfleets identified in the draft Site Allocations DPD to deliver Core Strategy housing growth targets. Assumptions are informed by SCC's Developer Contribution Guide (November 2020): a yield factor of 0.18 equating to 18 secondary age children per 100 dwellings, with a standard cost multiplier, taking into account Surrey's 'location factor', of £20,685 per additional secondary school place.
- 4.22 These calculations will evolve as development proposals come forward, and the dwelling mix, number of bedrooms, and phasing of delivery become clear (these factors affect the potential pupil yield).

Location	Residential units (net) <sup>30</sup>	Estimated secondary pupil yield arising from planned housing <sup>31</sup>	Estimated cost of additional secondary provision	Secondary school(s) anticipated to be affected
Byfleet and West Byfleet	735 <sup>32</sup>	132	£2,730,420	Fullbrook School Bishop David Brown St John the Baptist

Table 7: Indicative secondary aged children yielded by planned development in the Byfleets

- 4.23 At this stage, it is not anticipated that the establishment of a new school would be warranted. In order to address forecast increases in secondary school demand, SCC intends to use vacant capacity in existing provision where it is reasonable to do so, and then seek to expand existing provision if necessary. Given the forecasted decline at the end of the planning period, any additional provision is likely to be temporary to protect the sustainability of schools.
- 4.24 As is the case for primary schools, most schools operate most efficiently and effectively when full or nearly full. To this end, SCC seeks to keep the number of vacant places to a minimum. Therefore in commissioning additional provision, or supporting a new Free School proposal, SCC will consider whether demand could be met through use of latent and vacant capacity in neighbouring planning areas, where these are within a reasonable distance.

<sup>30</sup> Includes Traveller Pitches but excludes sites allocated for other specialist accommodation (C2 units) as these would not yield school children

<sup>31</sup> Secondary yield factor of 0.18 equating to 18 secondary age children per 100 dwellings in accordance with SCC Developer Contribution Guidance (November 2020)

<sup>32</sup> Proposed site allocation GB10 Broadoaks is anticipated to include 155 specialist accommodation units (development has commenced), and the planning status for site allocation UA42 Land at Station Approach is at a sufficiently advanced stage to assume the delivery of retirement units. Figures have been adjusted accordingly.

- 4.25 SCC recognises that housing growth may lead to pockets of high pressure on secondary schools. Whilst there is scope for additional demand to be accommodated by Bishop David Brown School, the Education Place Planning Team will continue to work with WBC to determine the precise nature and type of housing planned to 2027, as this may impact on pupil yields and whether further expansion is required at the school.
- 4.26 At this time, SCC is not able to confirm specific future projects or the extent of any additional secondary places that may be required. The assessment of demand for future pupil places is an ongoing task, and effects of the pandemic on the birth rates for 2020 and 2021 will need to be monitored to establish whether the declining birth rate trend is set to continue, or whether there is any outlying spike in births which will affect demand for school provision. The Education Place Planning Team will need further clarification on dwelling type, bedroom mix and phasing of new developments as they come forward, to enable them to forecast the point of need for additional education provision associated with new development sites. WBC and SCC aim to take a collegiate approach to planning for future needs as development proposals progress.
- 4.27 A key requirement has been incorporated into the site allocation policy for land surrounding West Hall (site allocation reference GB9/GB9A) to ensure an up-to-date assessment of education infrastructure needs is conducted, drawing on early consultation with SCC, taking into account the precise nature and type of housing proposed, and phased delivery timescales.
- 4.28 Again, the independent sector is anticipated to play a role in meeting the needs of secondary-aged children yielded by new development, which should be taken into account in detailed needs assessments.

## **Funding**

- 4.29 In line with the latest government guidance on developers' contributions<sup>33</sup>, SCC expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities. In Woking, the Community Infrastructure Levy is the primary means of securing developer contributions towards early years, primary, secondary and SEND school provision. Education infrastructure continues to be identified as a priority for CIL funding in the Infrastructure Funding Statement. WBC is working with SCC on an ongoing basis to identify specific projects to support future housing development towards which CIL can contribute if required.
- 4.30 SCC are closely monitoring the effects, if any, of factors such as Brexit and the COVID-19 pandemic, in order to confirm the extent of the demand coming forward and the nature of any additional provision the Byfleets may need.

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<sup>33</sup> DfE, Securing developer contributions for education (November 2019), available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/909908/Developer\\_Contributions\\_Guidance\\_update\\_Nov2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf)



## 5. Healthcare Provision

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications, September 2020
Infrastructure Delivery Plan and Schedule, April 2018
Surrey Heartlands Health and Care Partnership <a href="#">Integrated Care System Strategy</a> , September 2019
North West Surrey CCG Annual Report and Accounts 2019/20
Surrey Pharmaceutical Needs Assessment: Supplementary Statement, March 2021, available at: <a href="#">Item 10 - Surrey PNA - Supplementary Statement March 2021 - Annex 1.pdf (surreycc.gov.uk)</a>
NHS Improvement, 'Securing Section 106 and community infrastructure levy funds – a guide' (September 2018), available at: <a href="#">Section 106 final draft.pdf (improvement.nhs.uk)</a>
NHS England (2019) Putting Health into Place: <a href="#">Principles 9-10 Develop and Provide Health Care Services</a>
Feedback from meetings and correspondence with healthcare providers, including Surrey Heartlands CCG, Primary Care Network leads and Practice Managers
Surrey Health and Wellbeing Strategy 2020: <a href="https://www.healthysurrey.org.uk/about/strategy">https://www.healthysurrey.org.uk/about/strategy</a>
Draft Woking Health and Wellbeing Strategy (unpublished)
NHS Long Term Plan July 2019: <a href="https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/">https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/</a>
Department of Health, Health Building Note 11-01: Facilities for primary and community care services, 2013
NHS Guildford and Waverley CCG, North and West Guildford Primary Care Site Feasibility Study, October 2019
Public Health England, Health Impact Assessment in Spatial Planning: a guide for local authority public health and planning teams, October 2020, available at: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf</a>
Correspondence with neighbouring authorities regarding healthcare infrastructure assessment
Meetings and correspondence with North West Surrey Alliance partners, including Primary Care Network leads.
NHS Digital Data, available at: <a href="https://digital.nhs.uk/">https://digital.nhs.uk/</a>

- 5.1 From 1 April 2020, Surrey Heartlands CCG was formed as a new commissioning organisation following the merger of four previous CCGs in Surrey, including North West Surrey CCG. CCGs are responsible for commissioning, or 'buying', healthcare services for their local population, such as community, mental health and hospital services. North West Surrey Integrated Care Partnership (NWSICP) has been established to ensure the effective provision of services, and by March 2024 it aims to provide services holistically, driving the integration of health and social care. The 2021 IDP review describes in detail the changes to the organisation and management of healthcare provision – see paragraphs 7.3 to 7.11.
- 5.2 The Core Strategy and draft SA DPD, supported by a range of infrastructure requirements identified by the IDP, play a key role in creating healthy environments that support and encourage healthy lifestyles and the wider determinants of health. The following section focuses on local healthcare infrastructure to support the health and care system to meet development needs.

### Existing GP Practice Capacity serving the Byfleets

- 5.3 West Byfleet PCN is one of nine across North West Surrey, and includes Parishes Bridge, Wey Family Practice and Madeira Medical practices. Table 8 provides an overview of existing capacity across the PCN for the Byfleets area, as well as additional practices identified outside the area which are considered to have potential to serve patients residing in the Byfleets area.

PCN Name	General Practice Name	2018 DATA: No. of registered patients <sup>34</sup>	2018 DATA: Average no. patients per GP	TOTAL GP FTE <sup>35</sup> (2020)	Indicative Capacity 1800 patients: FTE GP ratio	No. of registered patients (2020)	Average no. patients per GP (2020)	Indicative Spare Capacity 1800 patients: FTE GP ratio
West Byfleet	Wey Family Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10435	2467	4.45	8010	11405	2563	0
	Madeira Medical (formerly Dr Lynch & Partners), West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DJH	8668	1657	4.18	7524	8667	2073	0
	Parishes Bridge Medical Practice, West Byfleet Health Centre, Madeira Road, West Byfleet KT14 6DH	10698	2046	3.12	5616	9975	3197	0
<b>Combined patient population 30047</b>								
Surgeries outside the Byfleets area with potential to meet demand	Ottersaw Surgery, 3 Bousley Rise, Ottershaw, Chertsey KT16 0JX	-	-	3.53	6354	5578	1579	+776
	Sheerwater Health Centre, Devonshire Avenue, Woking GU21 5QJ	3208	1550	2.39	4302	2799	1171	+1503 <sup>36</sup>

Table 8: Capacity of existing general practices serving the Byfleets area

5.4 Table 8 also provides an overview of spare capacity using traditional benchmarks. The benchmark figure of 1 FTE GP per 1800 patients (a British Medical Association standard historically used in healthcare planning) is a crude indication of GP practice capacity as it doesn't fully take into account healthcare needs, a shift towards a more multi-disciplinary workforce involving other healthcare professionals, and a change in how services are delivered across a network of GP practices<sup>37</sup>. Nevertheless, it is considered that a ratio higher than the benchmark figure does indicate that there is little or no capacity to accommodate the demand generated by new development.

5.5 For each practice serving the Byfleets area, the average number of patients per GP has risen since 2018, with no remaining capacity across the PCN. Both Wey Family Practice and Parishes Bridge Medical Practice are experiencing very high patient to GP ratios (above 2,500 patients per FTE GP). When looking beyond the ward boundary, there is capacity for new patients at Ottershaw Surgery and Sheerwater Health Centre, although patients would have to travel further to access these facilities. The Sheerwater Health Centre figures should also be interpreted with caution – capacity here has been freed up temporarily due to reduced patronage during the regeneration works, and patient numbers will increase again as phases of work are completed.

5.6 The NWSICP is currently reviewing how the existing healthcare estate can be used more effectively to accommodate new ways of working, as well as the additional workforce to free up GP capacity. Existing capacity will need to be reassessed once this exercise is complete, as this will likely result in the reconfiguration and redeployment of existing clinical and administrative space.

<sup>34</sup> Extracted from NHS Digital data available on NHS Choices website, accurate as on May 2017

<sup>35</sup> Extracted from NHS Digital Data 'General Practice Workforce 31 December 2020' (Published February 2021)

<sup>36</sup> Available capacity to be interpreted with caution as patient list has been affected by Sheerwater Regeneration Scheme.

<sup>37</sup> NHS England does not provide an official recommendation of how many patients a GP should have because the demand each patient places on their GP is different depending on factors such as age, and deprivation and disease prevalence of where the patient lives. Investment in other clinical staff is also important: nurses, pharmacists, physiotherapists etc. can free up capacity in general practice.

## Demand arising from planned development

- 5.7 Surrey Heartlands ICS has commissioned Coplug Ltd to develop a new analytics tool for use by Surrey Councils based upon the London Healthy Urban Development Unit planning contributions model. The tool uses a range of up-to-date assumptions to assess the health service requirements and cost impacts of new residential development. WBC has supplied indicative yields and housing trajectories for the Byfleets area from the draft SA DPD to calculate:
- the estimated net increase in population, by age band, resulting from new development;
  - primary healthcare needs (GPs and community health facilities);
  - hospital beds and floorspace requirements;
  - capital and revenue cost impacts.
- 5.8 The healthcare outputs presented in Table 9 below and included in the IDP Schedule provide a broad assessment of new health infrastructure requirements to meet indicative yields in the draft SA DPD:

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

Table 9: Byfleet & West Byfleet healthcare outputs to 2027. Source: SidM Health data analytics platform, conducted by Coplug with data supplied by WBC (2021)

- 5.9 The calculations take into account the advanced planning status of site allocation reference UA40 (land at Station Approach, including Sheer House) and GB10 (land at Broadoaks), and the specialist accommodation being delivered on these sites which may yield patients requiring more clinical intervention than young families. The calculations exclude proposed traveller units at site allocation GB9A – further refinement of the assumptions would be required early in the development management stage.
- 5.10 In order to deliver the floorspace required to meet the healthcare needs arising from housing growth to 2027, projects are anticipated to include:
- Expansion/reconfiguration of existing healthcare facilities where it is feasible to do so (including acute and mental healthcare facilities located outside the borough but which serve patients in Woking). It is recognised that West Byfleet Health Centre occupies a constrained site with limited parking facilities, and the feasibility of expansion (if required) would therefore need further investigation.
  - New healthcare floorspace which is modern and flexible enough to support the implementation of a new workforce model and new ways of working.

- 5.11 Local NHS providers' preferred model for future provision continues to be a hub with co-located services (e.g. dentists, ophthalmologists, district nurses and health visitors) as appropriate, in order to implement the changes advocated by the NHS Long Term Plan and the GP contract. There is also a minimum size or 'critical mass' which is required for new healthcare provision to be efficient and sustainable. With these parameters in mind, the Council is working with the NWSICP, with participation from PCN leads and other local general practice representatives, local statutory and voluntary providers and local community bodies to establish an outline case for delivery of new centre for the community as part of the Sheerwater Regeneration Scheme. In order to increase the capacity of healthcare infrastructure, the scheme includes 312sq.m of new health centre floorspace (a net increase of 158sq.m), located adjacent to the community centre. The Council is currently working with the existing Sheerwater Health Centre, the CCG, NWSICP, PCN leads, and other healthcare partners to model needs in detail and establish a functional brief for the new health centre. To maximise the opportunities of co-location, the layout includes an internal link to the community centre to promote collaboration between services and sharing of facilities. A small, separate dental practice of 132sq.m has been located in close proximity to the health centre, along with 97sq.m of A1-A5 use floorspace intended for pharmacy provision. The first 'purple' phase of the wider scheme commenced in July 2020, and the community hub and health centre are due to commence mid-2021. The target completion date is July 2025, with the existing GP practice due to move to a new site in 2023.
- 5.12 Whilst this additional capacity will predominantly accommodate patients generated by housing growth in Sheerwater, the centre can also ease pressure on West Byfleet Health Centre.
- 5.13 The model is in a pilot phase of development, and there is scope for the assumptions used to be further refined as well as new assumptions to be fed into the model as the nature of development coming forward – including the characteristics of the new population – becomes clearer. Developers of sites in the Byfleets are advised at pre-application stage to take into account the findings of the IDP and consult with WBC and healthcare providers as part of their healthcare impact assessments. Detailed data around housing mix, yields, uses and phasing of delivery can then be extracted from proposals and fed into the model. Outputs will assist in seeking appropriate developer contributions towards the cost of providing additional healthcare facilities and services to mitigate the impacts of housing growth. Any specific projects identified to meet needs in the Byfleets will be included in future iterations of the IDP and its Schedule of infrastructure requirements. Paragraphs 7.24 to 7.32 of the 2021 IDP Review provide further detail on funding and delivery mechanisms.

## **Pharmacies**

- 5.14 The 2021 Supplementary Statement for the Pharmaceutical Needs Assessment has been prepared by the Public Health team at SCC, in collaboration with the PNA Steering Group on behalf of the Surrey Health and Wellbeing Board. The assessment has taken account of planned housing growth across Woking and has not identified any major changes to demography that are likely to affect the level of demand for pharmaceutical services. The statement concludes that at the present stage of development and planning, additional pharmacies are not required. This decision was taken in recognition of the increasing role of online services and telephone consultations. Whilst cumulative levels of development planned for the Byfleets does not meet their thresholds for triggering new pharmacy provision (1,500 dwellings), WBC is working with the Public Health team on its in-depth assessment for the 2022 PNA which will take into account the scale and timing of planned housing development in the Byfleets area.

## 6. Flood Alleviation including Surface Water Infrastructure

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

- 6.1 Flood risk in Woking is the responsibility of all Flood Risk Management Authorities, including SCC as Lead Local Flood Authority (LLFA); the Environment Agency (EA); Woking Borough Council (WBC) and private organisations. The EA has strategic oversight for national flood risk management and manages all main rivers, and SCC has responsibility for managing the risk of flooding from ordinary watercourses, surface water and ground water. WBC also deals with local flooding issues, having the same responsibilities over ordinary watercourses, and acts as Local Planning Authority – with a need to consider the impact new developments will have on flooding, and to listen to the advice provided by the LLFA concerning surface water drainage proposals for major developments. Water companies are responsible for managing their water and sewerage systems. The Surrey Flood Risk Partnership Board (SFRPB) is a local partnership of all organisations with a role to play in flood risk management.
- 6.2 Sites allocated in the Byfleets area were selected based on a sequential, risk-based approach to avoid, where possible, flood risk to people and property, taking into account the current and future impacts of climate change<sup>38</sup>. Sites within the functional floodplain have been ruled out as 'reasonable alternatives' for consideration. The defined areas of allocated sites where housing and commercial development will be directed are all within Flood Zone 1 where such development is supported.
- 6.3 The Council has worked closely with the EA throughout the plan-making process to refine key requirements within site allocation policies where evidence highlighted the

<sup>38</sup> Woking Borough Council, Sequential Testing of Sites in Site Allocations DPD (November 2018), available at: <https://www.woking2027.info/allocations/sadpdexam/seqtestsadpd.pdf>



need to minimise the risk of flooding, including surface water flooding. As well as drawing from the Strategic Flood Risk Assessment, the EA draw from their own data, which incorporates the latest allowances for climate change. Most recently the EA sought to ensure that a sequential approach be taken to the layout of development on relevant sites; and that the most up-to-date climate change projections and the EA's latest guidance on Climate Change be taken into account in site-specific Flood Risk Assessments as part of planning applications. Having incorporated these requirements into the relevant site allocation policies, the EA has not identified any concerns regarding the allocation of sites in the West Byfleet and Byfleet area.

- 6.4 Key requirements have also been included in site allocation policies to ensure development proposals coming forward meet relevant sustainable drainage system requirements, manage surface water runoff and enhance the provision of green infrastructure, all designed to make development flood resistant and resilient. Both local and national planning policy requirements that major development, which includes sites of 10 or more dwellings (i.e. all sites allocated for housing in the Byfleets in the SA DPD), should incorporate SuDS unless there is clear evidence that this would be inappropriate. It sets out that the systems used should:
- take account of advice from the lead local flood authority
  - have appropriate proposed minimum operational standards
  - have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development
  - where possible, provide multifunctional benefits.
- Decisions about the suitability of sustainable drainage provision are made by the Local Planning Authority.
- 6.5 However in its role as Lead Local Flood Authority (LLFA), Surrey County Council is a statutory consultee for surface water implications and SuDS proposals on all major applications. WBC's drainage and flood risk team is also consulted on all planning applications over 10 dwellings (i.e. all development coming forward on all sites allocated in the Byfleets in the SA DPD for residential uses), and major non-residential development proposals. A Surface Water Drainage Strategy (also known as Surface Water Drainage Statement) is required to support each major planning application, and this will need to demonstrate that the system into which surface water is being disposed has spare capacity downstream, taking into account the likely impacts of climate change and likely changes in impermeable area within the development over its lifetime<sup>39</sup>.
- 6.6 In addition to development coming forward being subject to flooding and water management requirements of the Core Strategy and Development Management Policies DPD, all new development proposals must comply with the approved Land Drainage Byelaws which came into operation in Woking on 27 April 2019<sup>40</sup>. The byelaws apply to any watercourse that is not designated as a 'main river' by the Environment Agency. Where a proposal concerns land adjacent to or containing a watercourse, information should be provided with the application to demonstrate the byelaws have been met.
- 6.7 Surrey County Council's Flood Risk and Network Resilience Team carried out a surface water risk review for the proposed development sites in the Byfleets area, identifying potential surface water issues that need to be managed when development takes place.

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<sup>39</sup> The Council's planning application SuDS validation checklist is available at:

<https://www.woking.gov.uk/sites/default/files/sudsvalidationchecklistfull.pdf>

<sup>40</sup> Land Drainage Byelaws Guidance Note available at:

<https://www.woking.gov.uk/sites/default/files/documents/environmentalservices/Byelaws%20Guidance%20Document.pdf>

The review has informed the key requirements included in each site allocation policy, to echo local and national planning policy on sustainable drainage, and ensure effective management of flooding and surface water run-off is demonstrated at the development management stage.

6.8 Table 10 below illustrates the findings of the Flood Risk and Network Resilience Team assessment of sites allocated in the Byfleets, and provides an indication of the sites which may be affected by the presence of watercourses subject to Land Drainage Byelaws. However, this is for illustrative purposes only and further investigation will be required by developers of all sites coming forward.

Site Ref	Site address	Indicative Yield	Surface Water Risk <sup>41</sup>	Wetspots	Ordinary watercourse within / adjacent to site?	Drainage infrastructure requirements included in site allocation policy
UA1	Library, 71 High Road, Byfleet, KT14 7QN	12 dwellings + library	None	None		Flood Risk Assessment (taking into account climate change projections) due to portions of site within Flood Zone 1 and 2 and high risk groundwater vulnerability zone. Sequential approach to layout of development. Surface Water Drainage Statement.
UA38	Camphill Tip, Camphill Road, West Byfleet, KT14 6EW	10,000sqm net industrial	Risk from 1 in 100 along the northern boundary, 1 in 30 in places due to ditch that runs along it. Patch on the northern tip to 1 in 100.	Historic wetspot along Camphill Industrial Estate		Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Potential wastewater network capacity constraints - early consultation with statutory water and sewerage undertaker regarding management of waste water capacity and surface water runoff. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
UA39	Car park to east of Enterprise House, Station Approach, West Byfleet, KT14 6NW or KT14 6PA	12 dwellings + 181sqm net retail	25% of site at risk from 1 in 30 33% of site at risk from 1 in 100 100% of site at risk from 1 in 1000	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA40	Land at Station Approach, West Byfleet, KT14 6NG [includes Sheer House]	208 dwellings + existing office + retail + library	A small patch at risk from 1 in 30 and one of 1 in 100. 20% of site is at risk from 1 in 1000. A major flow route flows from south to north to the west of the site which is predicted to affect the site during a 1 in 1000 event.	None		Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement. Investigate current or historical contaminative uses of the site.
UA41	Camphill Club and Scout Hut, Camphill Road, West	28 dwellings + existing community facility	Camphill Road and Stoop Court at risk from 1 in 30 events along the boundaries	None		No further requirements than those of existing Development Plan.

<sup>41</sup> The risk can be defined as follows: 1 in 30 = **High risk**; between 1 in 100 and 1 in 30 = **Medium**; between 1 in 1000 and 1 in 100 = **Low**; less than 1 in 1000 = **Very Low**.

	Byfleet, KT14 6EF		east and west of the site.			
<b>GB4</b>	Land south of Parvis Road and High Road, Byfleet KT14 7QL	Use tbc	Small patch of the site shows a 1 in 100 risk, with slightly bigger (10% of the site) patches at risk from 1 in 100	None	Yes – take account of Land Drainage Byelaws	Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
<b>GB5</b>	Land to the south of Rectory Lane, Byfleet KT14 7NE	Use tbc	Negligible risk, small 1 in 1000 patch on the site	Some historic wetspots to the south east of the site on Sanway road and Sanway Close		Safeguarded site to meet needs beyond 2027. Key requirements for flood alleviation measures to be set out as part of an updated Core Strategy and/or Site Allocations DPD.
<b>GB9 and GB9A</b>	Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY	555 dwellings + open space + 15 Traveller pitches	Small patches at risk to a 1 in 1000 event. Risk of 1 in 30 just to south because of a watercourse just beyond the boundary.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location adjacent to Flood Zone 2 and 3. Sequential approach to layout of development on the site. Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's former use as Ministry of Defence land and location in a high risk groundwater vulnerability zone and principal aquifer.
<b>GB10</b>	Broadoaks, Parvis Road, West Byfleet, KT14 6LP	268 dwellings (including 155 specialist units) + office and research	A patch of 1 in 100 SW risk on the east site and in the middle due to a water feature. Patches of 1 in 1000 across the site (10% of site). 1 in 30 in sections and 1 in 100 along the rest of the northern boundary on Parvis Road.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections). Design that mitigates impacts on surface water flooding, incorporating SuDS in accordance with Policy CS9. Surface Water Drainage Statement and wastewater drainage strategy to consider potential network capacity constraints in the area. Early consultation with EA and Environmental Health to investigate potential soil or groundwater contamination, taking into account site's location in a high risk groundwater vulnerability zone and principal aquifer.
<b>GB11</b>	West Byfleet Junior and Infant School Playing Fields, Parvis Road, West Byfleet, KT14 6EG	Urban open space	Eastern boundary at risk during a 1 in 30 event and from 1 in 100 along Parvis Road to the south. Risk from 1 in 1000 around the school to the west side of the site.	None	Yes – take account of Land Drainage Byelaws	The allocation seeks to retain the land as urban open space. No further requirements than those of existing Development Plan.
<b>GB12</b>	Byfleet SANG, land to the south of Parvis Road, Byfleet, KT14 7AB	SANG	A few small patches at risk from 1 in 1000 events mainly along ditches to the south of the site.	None	Yes – take account of Land Drainage Byelaws	Flood Risk Assessment (taking into account climate change projections) due to site's location within Flood Zones 2 and 3, to inform site design and whether boardwalk/raised paths would be necessary and impacts on floodplain storage would be avoided. Sustainable drainage measures, flood attenuation and floodplain storage within the

						landscape to be considered. Any infrastructure to be set back to create a 10m undeveloped buffer with River Wey. Early consultation with Environment Agency.
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Table 10: drainage infrastructure requirements for sites allocated in the Byfleets

- 6.9 Appendix 2 describes the key requirements of each site allocated in the SA DPD in more detail, including those requirements which ensure compliance with sustainable drainage infrastructure policy requirements. The Camphill Tip, Camphill Road (ref. UA38) is the only site in the Byfleets area to be located within a high risk surface water flood risk area, and a Flood Risk Assessment will need to demonstrate how this risk (both to the site itself and the surrounding area) will not be increased through new development.
- 6.10 It should be noted that when developing a greenfield site, such as the land surrounding West Hall (ref. GB9/GB9A), the principle of SuDS is that whatever system or combination of features is used, the run-off volume and flow rate should not be more (and preferably less) once development has taken place than occurred naturally prior to development. For redevelopments – which will apply to the majority of allocated sites in the Byfleets – the run-off should be no worse than existing and an improvement where possible. Both SCC and WBC’s flood risk teams have oversight of these planning policy requirements during the development management stage, when responding to consultations on planning applications.

## Flood defences

- 6.11 These site-specific infrastructure requirements are supported by capital investments in wider flood alleviation schemes and smaller-scale interventions that reduce the risk of flooding. In the Byfleets area, two such projects are being developed and implemented to reduce flood risk to properties (in addition to ordinary watercourse/ditch maintenance):
- **Rainwater Garden Pilot Project** – a lack of capacity within the highway gullies and main surface water sewer caused rainwater to surcharge out of the drainage system in the Maybury and Sheerwater area in May 2016, after an extreme 1 in 30 rainfall event. The urban nature of these areas has led to an increase in impermeable area, and therefore a decrease in areas where water can naturally drain away. Rainwater gardens are landscaped areas designed to intercept and attenuate surface water runoff from impervious surfaces, thereby reducing the rate at which runoff enters the surface water drainage system. They can be installed in an abundance of highway verges present within the urbanised area, and increase the capacity of these verges to help protect properties within the wider catchment area from surface water flooding (see Figure 4 below, where the main areas at risk of flooding in the catchment area are located within Maybury, Sheerwater and West Byfleet). Two rainwater gardens have now been installed in the Sheerwater/Maybury pilot area to address surface water flooding in the Rive Ditch catchment area. The first, in Blackdown Close, is now fully established and being monitored for effectiveness. Detailed design is underway for other sites in the pilot area, including Albert Drive (East), East Hill, Link Way, and Princess Road. Phase 2 of the project comprises retrofitting a second, more extensive tranche of rainwater gardens within the wider Rive Ditch catchment area, and is dependent on a successful funding bid to the Environment Agency, as well as on positive performance and maintenance monitoring of the pilot schemes. Suitable sites are identified on an ongoing basis.

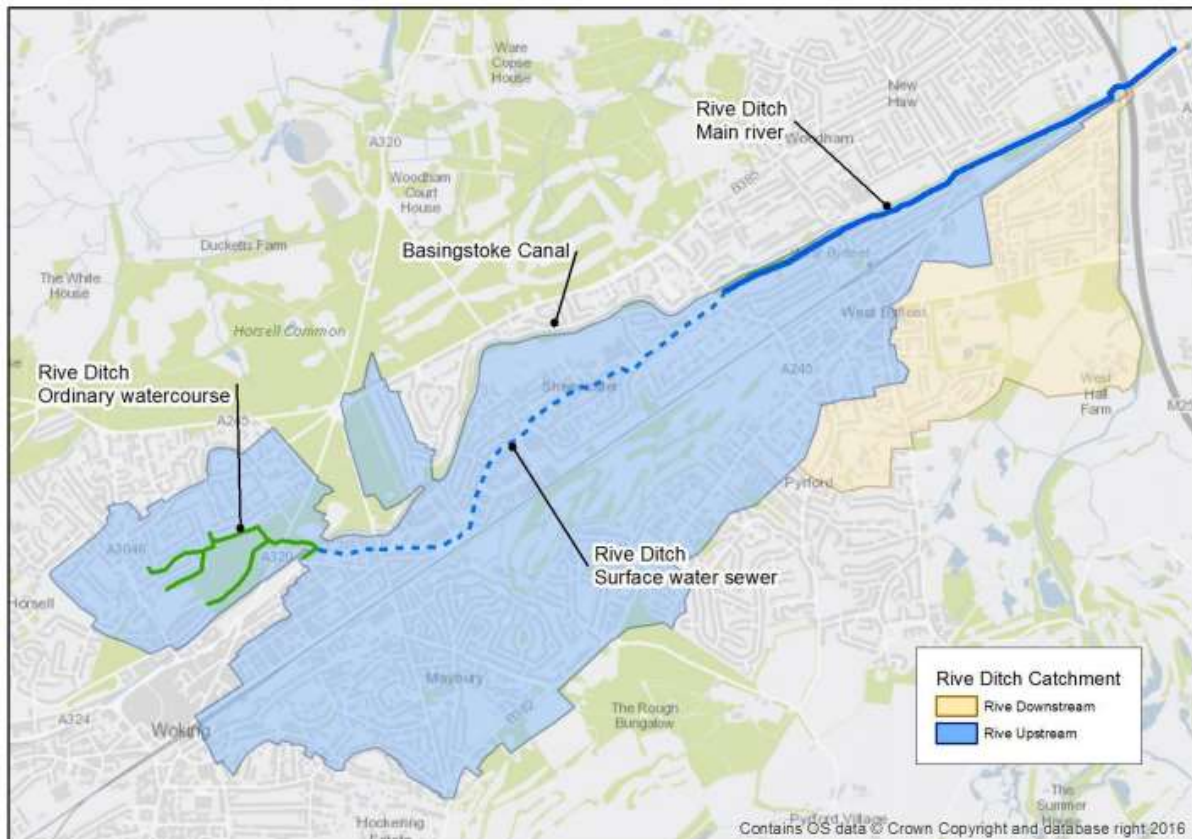


Figure 4: Rive Ditch catchments in Woking and West Byfleet

- Sanway-Byfleet Flood Alleviation Scheme:** the Byfleet area continues to be impacted by flooding, with the most recent being in February 2020. The Sanway-Byfleet FAS is being led by the EA, in partnership with WBC, Surrey Wildlife Trust, SCC, Byfleet Flood Forum and the local community, and will reduce flooding for up to 153 properties from a 1 in 100 year flood event, with additional measures included to allow for climate change impacts. The proposed scheme is to provide protection in the Sanway area of Byfleet through a combination of flood embankments and flood walls as well as multiple environmental enhancements within the River Wey and the Broad Ditch. The EA has produced an outline design for the scheme (see Figure 5 below) as part of the 'options appraisals' stage, subject to public consultation in Spring 2021. The extent of the project includes land allocated for Suitable Alternative Natural Greenspace (site reference GB12). Detailed design on a preferred option is expected to be completed in 2022, with construction beginning in 2022/23 and completion by Autumn 2024, subject to funding. Based on current information, it is anticipated that the cost of the scheme will be £12-16m, with a mix of funding from central government, Thames Regional Flood and Coastal Committee, local councils and further contributions. Sufficient funds have to be secured before detailed design and construction can be developed. In addition, WBC continues to explore further flood alleviation options further north, around Parvis Road.





Figure 5: Draft Concept Plan for Byfleet-Sanway Flood Alleviation Scheme, showing wider environmental improvements (May 2020)

6.12 Paragraph 20 of the NPPF states that strategic policies should make sufficient provision for infrastructure for flood risk management. This IDP identifies that investment in flood risk management infrastructure is required to address current flood risk within the Byfleet area and support new development. However, new development does not have to be delayed until these schemes are delivered, as long as they comply with local and national planning policy on flood risk management. Firstly, sites have been selected in areas with the lowest probability of flooding from all sources, using the sequential test (and appraised using geographic system information datasets provided by the EA, which make allowances for climate change); secondly, at development management stage, development proposals must comply with local and national planning policy on flood risk management which aims to ensure flood risk is not exacerbated locally or indeed downstream.

6.13 In agreement with the EA the following requirements have been incorporated into site allocation policies:

- where a small portion of a site lies within Flood Zone 1, a sequential approach should apply to the layout of development on the site;
- where a site lies in a high risk groundwater vulnerability zone and/or contains a principal aquifer, a site-specific Flood Risk Assessment must be submitted in accordance with policy CS9 of the Core Strategy;
- where existing surface water flooding incidents have been recorded in the area, or where major development is proposed, a surface water drainage strategy must be submitted – on greenfield sites, proposals should aim to reduce the risk to equal (or better) the greenfield runoff rate;



- where Flood Risk Assessments are required, they should take into account the most up to date climate change projections and the EA's latest guidance on Climate Change<sup>42</sup>;
- where current or historical contaminative uses may have led to soil and groundwater contamination, further investigation and remediation may be necessary pending detailed proposals and consultation with Environmental Health and the Environment Agency;
- where sites are in proximity to the River Wey, a minimum 10m undeveloped ecological corridor alongside it to be protected from development and proposals are to enhance the ecological value of the river corridor and be agreed with the EA.

## **Water infrastructure**

6.14 The Borough is served by two water companies: Thames Water for wastewater treatment and Affinity Water supplying water to residents of the Borough. Water infrastructure is covered under the 'Utilities' section of the 2018 IDP and will be reviewed as part of that section later this year. However, Affinity Water has identified no issues with the supply of water over the plan period; and Thames Water are satisfied that the key requirements incorporated in the site allocation policies will address capacity issues on the wastewater network in order to provide capacity for development in the Byfleets area.

## **Funding and delivery**

6.15 Flood risk management is primarily funded by the EA through flood defence grant in aid from central government via Defra. Public/private contributions are also sought for most flood alleviation schemes. It is intended that a mixture of funding will be used from central government, Thames Regional Flood and Coastal Committee and the local councils to deliver the Sanway-Byfleet Flood Alleviation Scheme.

6.16 Flood risk management infrastructure is also required to support new development, and developers will be expected to deliver solutions where required such as this development does not exacerbate risk elsewhere. All development allocated in the Byfleets in the SA DPD for residential uses will be expected to have sustainable drainage systems for the management of surface water run-off, unless demonstrated to be inappropriate, as they are anticipated to yield more than 10 dwellings; and sites allocated for non-residential uses where the floorspace to be created by the development is more than 1,000sqm or more, or is carried out on a site of 1ha or more, will also be expected to have sustainable drainage systems. The Council will ensure these are delivered to the required standards through the use of planning conditions or planning obligations, with clear arrangements in place for ongoing maintenance over the lifetime of development.

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<sup>42</sup> Available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

## 7. Social and Community Infrastructure

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
Surrey County Council Commissioning Statement: Accommodation with care, residential and nursing care for older people, for Woking Borough Council (April 2019 onwards), available at: <a href="https://www.surreycc.gov.uk/social-care-and-health/adults/professionals-partners-and-providers/adult-social-care-strategies-policies-and-performance/accommodation-with-care-and-support-commissioning-statements">https://www.surreycc.gov.uk/social-care-and-health/adults/professionals-partners-and-providers/adult-social-care-strategies-policies-and-performance/accommodation-with-care-and-support-commissioning-statements</a>
Surrey County Council Accommodation with Care and Support Strategy, available at: <a href="https://www.surreycc.gov.uk/_data/assets/pdf_file/0006/84768/Accommodation-with-Care-and-Support-Strategy-.pdf">https://www.surreycc.gov.uk/_data/assets/pdf_file/0006/84768/Accommodation-with-Care-and-Support-Strategy-.pdf</a>
Surrey County Council <a href="#">Report to Cabinet</a> on a Feasibility Study for Supported Independent Living (June 2021)
Surrey County Council <a href="#">Library and Cultural Services Strategy 2020-2025</a> .
Living Well in Woking – Draft Health and Wellbeing Strategy 2021-2031 (July 2021) (as yet unpublished)
Woking Borough Council Draft Housing Strategy 2021-2026 (2021)
Surrey County Council <a href="#">Developer Contribution Guide</a> (November 2020)
Woking Borough Council <a href="#">Report to Council</a> on Investment Programme 2020/21 to 2024/25 (February 2021)
Correspondence with Surrey County Council Spatial Planning and Woking Borough Council Housing Team
Correspondence with local Neighbourhood Forums and Residents' Associations

### Supported Accommodation Infrastructure

- 7.1 Since the 2018 IDP was published, Surrey County Council (SCC) has produced a detailed Commissioning Statement: 'Accommodation with care, residential and nursing care for older people' (April 2019), covering extra care settings across all tenures, close care settings, and care homes (whether residential or nursing and including specialisms). 'Extra care' housing is housing with care primarily for older people where occupants have specific tenure rights to occupy self-contained dwellings and where they have agreements that cover the provision of care, support, domestic, social, community or other services. A care home is a place where personal care and accommodation are provided together. People may live in the service for short or long periods. For many people, it is their sole place of residence and so it becomes their home, although they do not legally own or rent it. Both the care that people receive and the premises are regulated. The key difference between residential care homes and nursing care homes is the 24hr presence of nursing staff in the latter settings.
- 7.2 The Commissioning Statement continues to identify a borough-wide need for extra care housing (considered by SCC as being in greatest shortage), and projects a higher indicative need for nursing care beds (125 beds in 2025, rising to 236 beds in 2035) than residential care beds (2 beds in 2025 rising to 92 beds by 2035). Demand for nursing care in the county as a whole is projected to increase due to people living at home longer and needing more intensive services later in life.
- 7.3 Trends indicate a declining demand for residential care, a growing popularity of Extra Care housing, and an increase in people being supported to live independently. SCC's Accommodation with Care Strategy is highly ambitious in shifting away from residential and nursing care being the default models of care beyond mainstream housing, because the increasing availability of attractive extra care options will reduce the likelihood of

older people moving into a care home as their needs increase. This is because extra care gives older people the opportunity to live in settings which are designed with increasing needs in mind, with shared facilities which encourage community living, and with care and support readily available should they need it.

- 7.4 SCC's Commissioning Statement calculates future extra care demand for the borough with regard to the nationally recognised methodology of the Housing LIN, which states that: 'demand for extra care is likely to be required at 25 units per 1,000 population aged 75+...the desired tenure mix will vary according to local and market factors'. Based on the modelling conducted by Coplug on behalf of the Clinical Commissioning Group for the IDP (see Chapter 7 of the main 2021 IDP), a cumulative figure of 1,083 housing units in the Byfleets would generate an increase of approximately 129 people aged 75+ by 2026/27. This would generate a future demand for 3 units of extra care accommodation.
- 7.5 In the east of the borough, serving the Byfleets area, an extra care facility at Barnes Wallis Court is helping to meet existing demand, along with a number of private care homes. There are also several schemes in the pipeline within and adjacent to the ward which will accommodate future demand for extra care and nursing care in the area:
- A new retirement ~~village-led community~~ scheme at Sheer House, West Byfleet (site ref. UA40) – 196 C2 apartments for extra care retirement living. Construction has commenced.
  - A new 80-bed care home and 75 unit sheltered accommodation block at the Broadoaks site (ref. GB10), West Byfleet – ~~an 80-bed care home~~ due to open in Q4 2021.
  - New sheltered/supported living accommodation as part of the Sheerwater regeneration scheme (site ref. UA24) – 117 net additional units. Completion estimated in April 2023.
  - New extra care sheltered housing to serve the east of the borough at Hale End Court in Old Woking (site ref. UA22) – 48 units to be completed in October 2021.
- 7.6 It is considered that existing and future accommodation with care capacity is good in the Byfleets area, and will meet needs arising from planned growth, but the Council will continue to work with partners to identify changing needs and bring forward opportunities to accommodate those needs as they present themselves.

## Community Facilities (including libraries)

- 7.7 Community centres come in a variety of scales and forms, but Council-owned facilities in the Byfleets area includes St Mary's Centre for the Community. Parkview Centre for the Community in Sheerwater also has the capacity to serve residents in the Byfleets area. The Council's draft Health and Wellbeing Strategy emphasises that these facilities are important, valued assets, but recognises that they can be better utilised to support health and wellbeing. In 2020, St Marty's Centre for the Community was enhanced with a new café and outside space, alongside modernisation works to the whole centre, salon and halls. Plans to improve community services at Parkview to meet development needs will be delivered as part of the Sheerwater regeneration work.
- 7.8 Both West Byfleet and Byfleet Neighbourhood Forums report that existing community facilities are highly valued and well-used, but that there is limited spare capacity to accommodate growth in the area. There is a need for a non-faith community centre to meet an identified gap in local provision in West Byfleet, and in Byfleet, the Old Byfleet Fire Station has been identified for potential change of use to a community facility.

7.9 In terms of library provision, since the 2018 IDP was published, SCC has produced a strategy to achieve long-term sustainability of library and cultural services within the context of limited resources. The strategy aims to halt the decline in visits and book borrowing through modernisation of the services with more flexible infrastructure, offering and facilitating more events and activities and embracing new technologies. Co-location with other services into larger spaces is also a possibility. Whilst SCC's main focus is to increase the capacity of existing stock rather than creating new facilities, (given the challenging financial climate post Covid-19), there are opportunities in the Byfleets area for new, multi-purpose facilities which can accommodate rising demand from growth in the area.

7.10 In order to facilitate the delivery of new or improved flexible community and library infrastructure to meet needs arising from planned growth in the Byfleets area, land has been allocated in the Site Allocations DPD as follows:

SA DPD reference and address (MM Consultation version)	Allocation details	Update since 2018 IDP
UA1 Library, 71 High Road, Byfleet	Allocated for mixed-use development to include a replacement community facility (library provision) and ensure that some form of library service is retained during redevelopment of the site.	The Byfleet Neighbourhood Forum seeks to protect its local community facilities from harm – including the library. Depending on scale of redeveloped community floorspace, any new provision should consider co-location with other community services where appropriate, tailored to meet local needs at the time, as per SCC Library and Cultural Services Strategy 2020-2025.
UA24: Land within Sheerwater Priority Place	Allocated for regeneration to include community and leisure uses.	Since the last IDP was published, significant progress has been made with the community hub, now referred to as a 'community campus', as part of the Sheerwater Regeneration Scheme. WBC has been working with Well North Enterprises, a community interest company, to look at how the community and commercial space across the development can be best used to serve the needs of the community. Plans for a new, two-storey community centre are being developed, and will form part of the yellow phase of redevelopment, due to commence July 2021. The campus will bring together the replacement for Parkview, the existing nursery facility, the Sure Start facility, youth services and the Health Centre into one building. Retail units have been placed next to the community hub, including one that is proposed to be a pharmacy.
UA40 Land at Station Approach, West Byfleet	Allocated for mixed-use development to include a replacement library. Policy S&C4 of the West Byfleet Neighbourhood Plan also supports the enhancement of library facilities.	Permission has been granted (April 2021) for a mixed use development to include 1400sqm of communal amenity floorspace to serve the extra care units; and c.361sqm community floorspace (Class F1/Class F2) to provide opportunity for the re-instatement of existing library services. Development has commenced. West Byfleet is a band C library which is considered by SCC to deliver key services to support reading, digital, learning, health and wellbeing and cultural activities. The library is central to the community and will play a key role in the new development. SCC, WBC and the developer are working towards a detailed design and specification for the library space (using national space standards), and exploring opportunities to incorporate shared spaces with public, voluntary, community and private sector organisations. A flexible space is preferred in order to host activities and events, some of which will be led by the library service, and some community-led. Meeting room space to host classes and workshops is also preferred. Temporary library provision at the Old Sorting

		Office on Rosemount Avenue is sought (pending planning permission).
UA41 Camphill Club and Scout Hut, Camphill Road, West Byfleet	Allocated for residential and community use, to include a replacement for the existing community facility (currently used as a Social Club and Scout Hut).	There continues to be widespread community support for improved built facilities to accommodate the Scouts <del>and the Guides</del> (see West Byfleet Neighbourhood Plan).

7.11 The IDP Schedule has been updated drawing on feedback from the local community, to include the following infrastructure needs:

Project and Location	Delivery Requirement		Lead delivery body	Est. cost	Funding sources	Funding Gap	Other comments
	Timing	C / E / P					
Community facilities (including libraries)							
Development of a Community Facility Hub in Sheerwater	April 2023	P	SCC, WBC, NWS ICP, Local stakeholders	Developer supplies shell. Fit out costs to be determined	Developer contributions	TBD	Work on yellow phase to commence later in 2021, which will contain the 'community campus'. Needs assessment underway. Parkview and health centre will not be demolished until the new facilities are built.
Re-provision of Centre for Community in Byfleet	REVISED PROJECT COMPLETE – AUTUMN 2020	P	WBC	n/a	WBC, TBC	n/a	New community-led approach to refurbishment of St Mary's Centre has been adopted in response to the pandemic and associated income challenges. New Art Café and outdoor space, salon and halls completed in Autumn 2020.
NEW ITEM: New non-faith community facility in West Byfleet	To 2027	P	West Byfleet Neighbourhood Forum, WBC	To be determined	Neighbourhood CIL, SCC community grants, other sources tbc.	TBD	Due to scale of growth planned in West Byfleet, the Neighbourhood Forum have identified a need for a new community facility. Dependent on identification of available land and sources of revenue funding.
Upgrade of other existing community facilities	To 2027	P	WBC, Neighbourhood Forums	To be determined	Community Fund, CIL, S106	TBD	To improve and upgrade community facilities to meet future needs arising from population growth.
Re-provision of library service in West Byfleet to improve infrastructure	By 2025	E	SCC, WBC, private developer	Developer supplies shell. Fit out costs to be	Developer contributions, Capital programme	TBD	Planning permission secured for redevelopment of Sheer House. Detailed design and

and increase capacity				determined based on detailed design.			specification of replacement library underway.
Re-provision and enhancement of library in Byfleet (currently a Community Partnered Library)	2025-2026	<b>E</b>	SCC, WBC, Local stakeholders, Private developer	Developer supplies shell. Fit out costs to be determined.	Developer contributions, Capital programme	TBD	Currently classed a CPL library. Library services to be retained/reprovided elsewhere during any redevelopment of the site.

7.12 The Council will continue to engage with SCC and local stakeholders to identify needs and respond to opportunities that align with objectives in the Council's draft Health and Wellbeing Strategy, and SCC's Library and Cultural Services Strategy.

7.13 Where there is no spare capacity to meet additional demands arising from new developments, and it is not feasible to incorporate new provision on-site, WBC will seek developer contributions towards the provision of additional/enhanced facilities locally to mitigate development impacts. For libraries, developer contributions will be determined on a case-by-case basis depending on the scale and nature of the proposal and the existing provision locally, as detailed in SCC's Developer Contributions Guide<sup>43</sup>. Where the existing library's capacity would be exceeded, a contribution will be required. The capacity of the new West Byfleet library provision as part of the Sheer House redevelopment is to be determined - the co-design process with the developer is ongoing.

<sup>43</sup> Available at: [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0010/184978/Developer-Contribution-Guide-2020\\_p1.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/184978/Developer-Contribution-Guide-2020_p1.pdf)



## 8. Other Public Services

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Surrey County Council Representation in response to Main Modifications Consultation (December 2020)
<a href="#">The Surrey Waste Local Plan 2019-2033</a> (December 2020)
Thames Water 'Building a Better Future – Enhancing Thames Water's Business Plan for 2020-2025', available at: <a href="https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan">https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan</a>
Thames Water Business Plan for period covering 2020-2025, available at: <a href="https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan">https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan</a>
Thames Water Drainage and Wastewater Management Plan documents, available at: <a href="https://storymaps.arcgis.com/stories/201050209c7a4658a1c2265aa4411375">https://storymaps.arcgis.com/stories/201050209c7a4658a1c2265aa4411375</a>
Surrey County Council <a href="#">Developer Contribution Guide</a> (November 2020)
Correspondence with Surrey and Sussex Police to assess infrastructure needs arising from planned growth in Woking (March 2017)
Surrey Police and Crime Commissioner, Police and Crime Plan 2018-2020, available at: <a href="https://surrey-pcc.gov.uk/wp-content/uploads/2018/05/Surrey-Police-16pp-A4-Police-and-Crime-Plan-2018-2020-1.pdf">https://surrey-pcc.gov.uk/wp-content/uploads/2018/05/Surrey-Police-16pp-A4-Police-and-Crime-Plan-2018-2020-1.pdf</a>
Surrey Police and Crime Panel Documents, 5 February 2021, available at: <a href="https://mycouncil.surreycc.gov.uk/documents/g8119/Public%20reports%20pack%20Friday%2005-Feb-2021%2010.30%20Surrey%20Police%20and%20Crime%20Panel.pdf?T=10">https://mycouncil.surreycc.gov.uk/documents/g8119/Public%20reports%20pack%20Friday%2005-Feb-2021%2010.30%20Surrey%20Police%20and%20Crime%20Panel.pdf?T=10</a>
South East Coast Ambulance Service NHS Foundation Trust Board Papers, available at: <a href="https://www.secamb.nhs.uk/what-we-do/about-us/trust-board-meeting-dates-and-papers/">https://www.secamb.nhs.uk/what-we-do/about-us/trust-board-meeting-dates-and-papers/</a>
Woking Borough Council <a href="#">Report to Council</a> on Investment Programme 2020/21 to 2024/25 (February 2021)
Meetings and correspondence with Surrey County Council Spatial Planners, Woking Borough Council Housing Team, Surrey County Council as Fire Authority and estate advisers to SECamb.

## Waste and Wastewater

- 8.1 SCC is the waste disposal authority operating household waste recycling centres and waste transfer stations across the county. The latest Waste Plan (2020) safeguards existing capacity, and aims to make best use of existing sites to meet future demand to 2033 (taking into account planned housing growth). Five strategic waste sites have been allocated outside the borough to meet future needs, including those of Woking. However, the Waste Plan identifies Byfleet Industrial Estate as an 'in principle' area within which it is more likely that sites considered suitable for the development of additional waste management facilities can be delivered to meet future need. This is not an allocated site for waste development, but rather an area identified for potential waste development which could be considered compatible with existing uses.
- 8.2 The Byfleets fall within the catchment areas of Woking Sewage Treatment Works at Carters Lane, and Wisley Sewage Treatment Works. To date, Thames Water have not identified any specific long-term infrastructure improvement requirements to meet development needs in Woking. The new Surrey Waste Local Plan sets out how the majority of wastewater treatment works across Surrey have sufficient capacity to accept wastewater and treat sewage sludge from the growth anticipated across the county, including that generated in Woking, over the Plan period (to 2033) without the need for improvements to existing facilities. However, policy 12 of the Plan supports the improvement or extension of existing wastewater and sewage treatment works where a need is identified in the future. Policy CS6 of the Core Strategy designates the treatment works at Carters Lane as a Major Developed Site in the Green Belt to allow for limited infilling and redevelopment for this purpose, without compromising the integrity of the Green Belt.

- 8.3 Thames Water have highlighted potential, localised capacity constraints at four sites allocated in the Site Allocations DPD: the Camphill Tip site (ref. UA38); land at Station Approach (ref. UA40); land surrounding West Hall (ref. GB9/GB9A) and at Broadoaks (ref. GB10). Further, detailed modelling may be required at an early stage of the development management process, and key requirements have been included in the site allocation policies to ensure developers engage early with Thames Water, and carry out a detailed wastewater drainage strategy to inform any necessary upgrades and reinforcement of local infrastructure. Detailed network modelling takes place once a developer owns the land and has outline or full planning permission, as this is the point at which there's enough certainty of the development going ahead for Thames Water to invest in the work. Phasing conditions on any planning permissions may be appropriate to ensure any upgrades are delivered ahead of the occupation of the relevant phase of development. Thames Water is responsible for the cost of modelling and network reinforcement, which is funded using the infrastructure charges collected from all customers who make new connections to their network.

### Emergency Services - Police

- 8.4 There are no specific fire and rescue or ambulance infrastructure requirements identified to meet growing demand from planned development in the Byfleets area alone. Refer to the main 2021 IDP report for the latest findings to meet needs across the borough as a whole, including those generated by growth in the Byfleets area.
- 8.5 An assessment conducted by Surrey Police in 2017, reported in the 2018 IDP, identified Byfleet and West Byfleet as a growth area due to the allocations for housing in the draft SA DPD. In order to increase capacity to respond to growth, it was calculated that two additional officers would be required for the Byfleet, West Byfleet and Pyrford local policing team, with associated start-up capital costs and additional office space (and parking) to undertake their role in responding to increased incidents generated by growth. The preference was to adapt underutilised floorspace at the main Woking Police Station, but adaptation of other existing premises may be necessary pending the closure of the station as part of the Building the Future Project. Surrey Police also identified a need to improve Automatic Number Plate Recognition coverage to assist officers working in the wards of Pyrford, Byfleet & West Byfleet.
- 8.6 Housing developments in the Byfleets area will also be expected to ~~reduce~~ address the potential for crime through good design, in accordance with policy CS21 of the Core Strategy. In addition, any proposal for development of Traveller sites on land surrounding West Hall should follow design criteria incorporated into policy SA1 of the draft SA DPD, including that sites should be safe and inclusive and ensure that crime and disorder and the fear of crime do not undermine quality of life, community cohesion or social inclusion for their occupants and for the occupiers and users of adjacent property and land.
- 8.7 The 2021 IDP Schedule continues to reflect the infrastructure requirements identified by Surrey Police. The Council will continue to engage with Surrey Police to determine if developer contributions towards capital policing infrastructure costs essential to support new officers required due to population growth from development in the Byfleets are justified, taking into account alternative sources of funding at the time

## 9. Utilities

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Correspondence with suppliers, including UK Power Networks, Affinity Water, Thamesway Energy and SGN
UK Power Networks Electric Vehicle Strategy (November 2019), available at: <a href="https://innovation.ukpowernetworks.co.uk/wp-content/uploads/2019/11/UK-Power-Networks-Electric-Vehicle-Strategy-November-19.pdf">https://innovation.ukpowernetworks.co.uk/wp-content/uploads/2019/11/UK-Power-Networks-Electric-Vehicle-Strategy-November-19.pdf</a>
SGN RIIO GD2 Business Plan Appendix – Capacity Management (December 2019), available at: <a href="https://www.sgnfuture.co.uk/wp-content/uploads/2019/12/Appendix-018-SGN-Capacity-Management.pdf">https://www.sgnfuture.co.uk/wp-content/uploads/2019/12/Appendix-018-SGN-Capacity-Management.pdf</a>
Correspondence with SCC Superfast Broadband Project Manager (May 2021), and Economic Development Officers at WBC.
SCC Cabinet Papers setting out Surrey's Digital Infrastructure Strategy and Delivery Update (April 2021), available at: <a href="#">(Public Pack)Agenda Document for Cabinet, 27/04/2021 14:00 (surreycc.gov.uk)</a>
WBC draft Economic Development Action Plan and Digital Infrastructure Strategy (not yet published, subject to further consultation in Autumn 2021)
Department for Digital, Culture, Media and Sport, Project Gigabit Delivery Plan - Summer Update (August 2021), available at: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007788/Project_Gigabit_Summer_Update_Accessible_PDF_2_Aug_2021_1_.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007788/Project_Gigabit_Summer_Update_Accessible_PDF_2_Aug_2021_1_.pdf</a>
UK Parliament, House of Commons Library Data Dashboard: Constituency data on broadband coverage and speeds (May 2021), available at: <a href="https://commonslibrary.parliament.uk/constituency-data-broadband-coverage-and-speeds/">https://commonslibrary.parliament.uk/constituency-data-broadband-coverage-and-speeds/</a>
Think Broadband – independent broadband information site, available at: <a href="https://www.thinkbroadband.com/">https://www.thinkbroadband.com/</a> .
Affinity Water, Water Resources Management Plan 2020-2080 (April 2020), available at: <a href="https://www.affinitywater.co.uk/docs/Affinity_Water_Final_WRMP19_April_2020.pdf">https://www.affinitywater.co.uk/docs/Affinity_Water_Final_WRMP19_April_2020.pdf</a>

## Electricity and Gas

- 9.1 Since the 2018 IDP was published, the Council has continued to share data on planned housing and commercial growth with utility providers on an annual basis to allow them to integrate the data directly into their modelling tools, which in turn shapes their investment plans for the future.
- 9.2 Electricity and gas providers (UK Power Networks and SGN respectively) have carried out high-level assessments on the impact of planned development in the draft SA DPD, and have not identified a need for any large-scale infrastructure projects to accommodate growth. However, extension or reinforcement of the local network may be required depending on the scale and nature of development. Both providers have indicated that early engagement in the development management process is essential to review whether the additional housing/commercial development will trigger a need for reinforcement. Developer funding is required for new connections and upgrades to existing infrastructure that is required as a direct result of development.
- 9.3 UKPN has identified a growth in demand for Electric Vehicles (EV) associated with new development, which will trigger a need for reinforcement across the whole of its network. For the Byfleets area, the EV charging infrastructure delivered as part of development proposals will reflect standards in the Climate Change SPD, which differ depending on the nature of the development. For example, a flatted development providing 20 or more parking spaces would be expected to provide 5% and 15% of the total spaces with active

and passive charging points<sup>44</sup> respectively. Proposals incorporating single dwellings with private off-street parking are expected to provide at least 1 passive charging point per dwelling. EV parking standards are also applied to proposals incorporating other uses, such as commercial or retail development, and the type and amount of charging points will be therefore be determined on a case-by-case basis depending on the type and scale of development. The Council will make UKPN aware of when charging infrastructure is likely to be installed in new developments as delivery of development becomes more certain.

## Decentralised Energy Networks

- 9.4 A Decentralised Energy Network (DEN) is a system of pipes that move energy in the form of hot or chilled water, from where it is created directly to where it is needed. These systems replace the conventional arrangement for each building using individual on-site generation equipment, such as boilers or chillers, serving one site only. DENs may also generate and supply locally generated electricity, typically derived from the use of combined heat and power (CHP) technology.
- 9.5 Heat networks are considered to be a key technology in achieving both the government's targets towards zero carbon emissions by 2050, and in meeting local climate emergency objectives. Policy CS22: *Sustainable construction* of the Core Strategy requires all new development to consider the integration of low carbon district heating in the development. Whilst Thamesway Energy has not identified any site allocations in the Byfleets area with potential to connect to an existing network, there is potential for smaller heat networks to be established outside the town centre where proposals have adequate base heat demand. All new development in the Byfleets area should therefore take into account the requirements of policy CS22 and consider the integration of low carbon district heating in the development as a means of reducing carbon emissions.

## Water Supply

- 9.6 Affinity Water has provided an up-to-date assessment of infrastructure requirements to meet planned growth in Woking to 2027. Firstly, they have reviewed whether any of the sites are within a groundwater Source Protection Zone - none of the allocated sites are within or close to an SPZ1 and they do not have any significant concerns for developments relating to potential contamination of its sources.
- 9.7 Secondly, Affinity Water have reviewed whether any of its main apparatus intersects sites for future development, or redevelopment of existing sites. Several sites in the Byfleets area will be potentially impacted (see Table 11 below), and developers of these will be expected to fully consider these impacts and discuss them with Affinity Water early in the development management process.

Sites with critical mains apparatus within their boundaries where it will be essential that these are taken into consideration in the early stages of new developments	Sites which have infrastructure in the vicinity of site boundaries which development plans will need to take account of
UA40 Land at Station Approach GB9 Land surrounding West Hall GB10 Broadoaks GB12 Byfleet SANG	UA41 Camphill Club GB11 West Byfleet School Playing Fields

Table 11: allocated sites potentially impacted by presence of water apparatus

<sup>44</sup> An active charging point is an actual socket connected to the electricity network that owners can plug their vehicle into; a passive charging point is the network of cables and power supply necessary so that a socket can be added at a later date if required.

- 9.8 Finally, Affinity Water assessed current and future infrastructure requirements, using scenarios scaled to reflect peak summer demand conditions. Their assessment concludes that there is sufficient water supply in the region, but pressures at the critical points in the network due to new development will be such that major reinforcements in the network will be required. Affinity Water have not reaffirmed specific locations in their latest assessment, but their 2018 IPD input identifies areas of West Byfleet and Pyrford as potentially requiring reinforcement.
- 9.9 The requirement for reinforcement to meet demand is considered in Affinity Water's current Water Resources Management Plan, and the new infrastructure may be available to absorb initial phases of total growth, assuming the new buildings are water efficient. Policy CS22 requires residential development to achieve the optional technical standard in Building Regulations i.e. the highest standard for water efficiency.
- 9.10 In addition, developers of sites in the Byfleets will need to contribute to the required reinforcements depending on the relative impact on the network. Developers should discuss their proposals within Affinity Water early in the development management process – in advance of submitting any planning application – using their pre-application advice service. Large-scale new development at allocated sites in the Byfleets may need to be appropriately phased to enable the prior completion of the necessary infrastructure reinforcements.

## **Digital Infrastructure**

- 9.11 The 2018 IDP focused on the objectives of the Superfast Surrey initiative, which has now concluded. As a result, extent of superfast coverage across the borough has improved relative to the region and the UK as a whole (97.5%, 95.6% and 94.8% superfast availability respectively). However, there remain some small, rural pockets of the borough which are less well connected and unable to receive 'decent broadband' i.e. unable to receive 10Mbps download speed or 1Mbps upload speed (as defined by Ofcom). Whilst broadband coverage is now considered to be good across the urban areas of the borough, there are some areas of West Byfleet and Pyrford North which are unable to receive decent broadband relative to other areas of the borough (1.1%).
- 9.12 Gigabit capable coverage is also low in Woking relative to the South East (3.7% as opposed to 23.2% according to Ofcom figures accessed in May 2021). Areas of Byfleet are classed as falling in the 'worst 10% of areas in the UK' (0% gigabit availability) relative to e.g. Old Woking and Westfield at 9%, and Woking Central at 13%. See Figure 6 below for a summary of coverage according to statistics sourced from Ofcom's website in May 2021.

Area	Average download speed Mbps	Superfast availability	Gigabit availability	Unable to receive decent broadband	Receiving under 10 Mbps	Receiving over 30 Mbps
Woking	89.4	97.5%	3.7%	0.2%	7.2%	79.9%
South East	71.6	95.6%	23.2%	0.5%	8.7%	74.1%
UK	72.9	94.8%	36.4%	0.7%	9.3%	73.1%

Around 95% of the constituency's population lives in an area classified as urban

### Which small areas overlapping the constituency have the best and worst connectivity?

Key to table shading:		Best 10% of areas in the UK	Best 30% of areas in the UK	Worst 30% of areas in the UK	Worst 10% of areas in the UK	Click <a href="#">here</a> to view maps of small area data ('Detailed region maps')	
Area name	Average download speed (Mbps)	Superfast availability	Gigabit availability	Unable to receive decent broadband	Lines receiving under 10 Mbps	Lines receiving over 30 Mbps	
Byfleet	95.3	99.1%	0.0%	0.1%	10.3%	79.7%	
Goldsworth Park	102.5	99.9%	0.0%	0.0%	7.0%	88.7%	
Hook Heath	81.5	99.5%	1.9%	0.0%	6.4%	83.1%	
Horsell	90.6	97.6%	4.8%	0.2%	7.7%	78.8%	
Knaphill	89.7	99.8%	0.0%	0.1%	4.5%	84.2%	
Maybury Hill & Pyrford South	85.6	92.2%	0.0%	0.4%	10.3%	73.7%	
Mayford & Brookwood	79.0	94.3%	5.5%	0.2%	6.2%	76.2%	
Old Woking & Westfield	95.0	99.6%	9.0%	0.1%	7.8%	81.2%	
Pirbright & Normandy	59.0	88.7%	4.2%	0.3%	11.4%	68.5%	
Sheerwater	89.4	99.6%	0.8%	0.2%	6.0%	82.3%	
St John's	99.2	99.9%	0.0%	0.0%	10.3%	83.9%	
West Byfleet & Pyrford North	91.3	96.4%	0.3%	1.1%	5.9%	74.2%	
Woking Central	90.0	97.0%	13.0%	0.3%	3.2%	80.4%	

Figure 6: Constituency statistics on broadband coverage and speeds in Woking. Data dashboard published May 2021, sourced from Ofcom.

- 9.13 Digital infrastructure improvements will be facilitated by a number of initiatives seeking to enhance connectivity and local and national scales. Commercial providers (Virgin Media and Open Reach) will drive the majority of digital deployment across Surrey, focusing on highly populated areas. This will be topped-up by the Government's £5bn gigabit rollout scheme focussing on the hardest-to-reach areas, announced in March 2021, although Surrey has not been selected for the first wave of the scheme. Building Digital UK (BDUK), part of the Department for Digital, Culture, Media and Sport, will then address any remaining deployment via a 'patchwork' approach. This will be supplemented by local initiatives at county and borough level: Surrey's Digital Infrastructure Strategic Framework includes a number of interventions to facilitate digital deployment, and WBC is working on an action plan to delivery its emerging Digital Infrastructure Strategy, which aims to ensure that groups living in the less well-connected, rural areas of the borough are not left behind, and that the highest quality digital connectivity is accessible and affordable to all residents and businesses across the borough.



- 9.14 One intervention is the use of planning policy to facilitate enhanced connectivity by specifically referencing digital infrastructure expectations within Local Plans and/or the use of statutory planning powers to incentivise developers to ensure new commercial and residential developments have full fibre connectivity.
- 9.15 Proposals coming forward in the Byfleets area will need to comply with policies in the Development Plan which encourage improved ICT infrastructure in refurbished and redeveloped sites (policy CS15); and which require onsite infrastructure to be provided to enable all premises and homes to be served by the latest broadband technology, including fibre optic technology (policy DM22). Where the strategic infrastructure is not yet available, provision should be made for local infrastructure to enable future connection. These are complemented by national planning policy which supports the delivery of advanced, high quality communications infrastructure to enable sustainable economic growth.

## 10. Green Infrastructure

Information Sources
Draft Site Allocations DPD and Schedule of Main Modifications (September 2020)
Infrastructure Delivery Plan and Schedule, April 2018
Correspondence and meetings with the Council's Green Infrastructure team, local Residents Associations and Neighbourhood Forums.
Draft revised Thames Basin Heaths SPA Avoidance Strategy (2021) (unpublished)
Woking Borough Council Natural Woking Biodiversity and Green Infrastructure Strategy (2016) and supporting documents, available at: <a href="https://www.woking.gov.uk/nature-and-sustainability/natural-woking">https://www.woking.gov.uk/nature-and-sustainability/natural-woking</a>
RSK ADAS Ltd, Improvement Plan for Great Crested Newts Westfield Common (January 2020), available at: <a href="https://www.woking.gov.uk/sites/default/files/documents/Woking/NatureSustainability/Improvement%20Plan%20for%20Great%20Crested%20Newts%20-%203rd%20year%20review%20Jan%202020.pdf">https://www.woking.gov.uk/sites/default/files/documents/Woking/NatureSustainability/Improvement%20Plan%20for%20Great%20Crested%20Newts%20-%203rd%20year%20review%20Jan%202020.pdf</a>
Basingstoke Canal Authority Conservation Management Plan (third edition, 2018-2028), available at: <a href="https://www.hants.gov.uk/thingstodo/countryparks/basingstokecanal/canalauthority">https://www.hants.gov.uk/thingstodo/countryparks/basingstokecanal/canalauthority</a>
Correspondence and meetings with the Basingstoke Canal Society
Fields in Trust Guidance for Outdoor Sport and Play (November 2020), available at: <a href="https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf">https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf</a>
Surrey Nature Partnership (September 2019) Biodiversity Opportunity Areas, Appendix 9: River Biodiversity Opportunity Area Policy Statements, available at: <a href="https://surreynaturepartnership.files.wordpress.com/2019/10/appendix-9_river-biodiversity-opportunity-area-policy-statements.pdf">https://surreynaturepartnership.files.wordpress.com/2019/10/appendix-9_river-biodiversity-opportunity-area-policy-statements.pdf</a>
Planning application documents for Sheerwater regeneration area and Broadoaks Park, available at <a href="http://www.woking.gov.uk">www.woking.gov.uk</a>

The benchmark standards put forward by the Thames Basin Heaths SPA Avoidance Strategy, Fields in Trust guidance, and NSALG guidelines used in the 2018 IDP assessment have not changed, and in the main, the infrastructure requirements identified and summarised in the 2018 IDP Schedule remain valid. The following summarises the green infrastructure requirements for the Byfleets area, and reports on progress with delivery since the 2018 IDP was published.

### Natural Greenspace

Residential development proposals in the Byfleets will be required to mitigate against the impacts of development on natural and semi-natural greenspace, including the borough's Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Contributions will be sought towards the delivery of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), in accordance with policy CS8 of the Core Strategy, and reiterated by key requirements in the site allocation policies for residential uses.

There is sufficient SANG capacity to provide avoidance/mitigation until around 2024, after which, the Council will require additional SANG sites. A 15.43ha site has been allocated for a Byfleet SANG, which could provide access to semi-natural greenspace and SPA mitigation for approximately 799 dwellings. This would improve coverage in the east of the borough (see Figure 7 below), and provide informal public recreation space in the area. A SANG Proposal and SANG Management Plan will be prepared, addressing a number of issues detailed in policy GB12 of the draft SA DPD, including flood risk, biodiversity, and accessibility issues. This might include improving public access to the site via Murray's Bridge, subject to the necessary consents from the landowner. ~~The site has been incorporated into wider re~~ ~~is potential for the site to be designed as part of the flood alleviation scheme plans~~ led by the Environment Agency, ~~which is due to begin in 2023 (subject to the availability of funding). See~~

Figure 5 above. (see Figure 5 above), but it is anticipated the SANG will be delivered separately to the flood scheme.

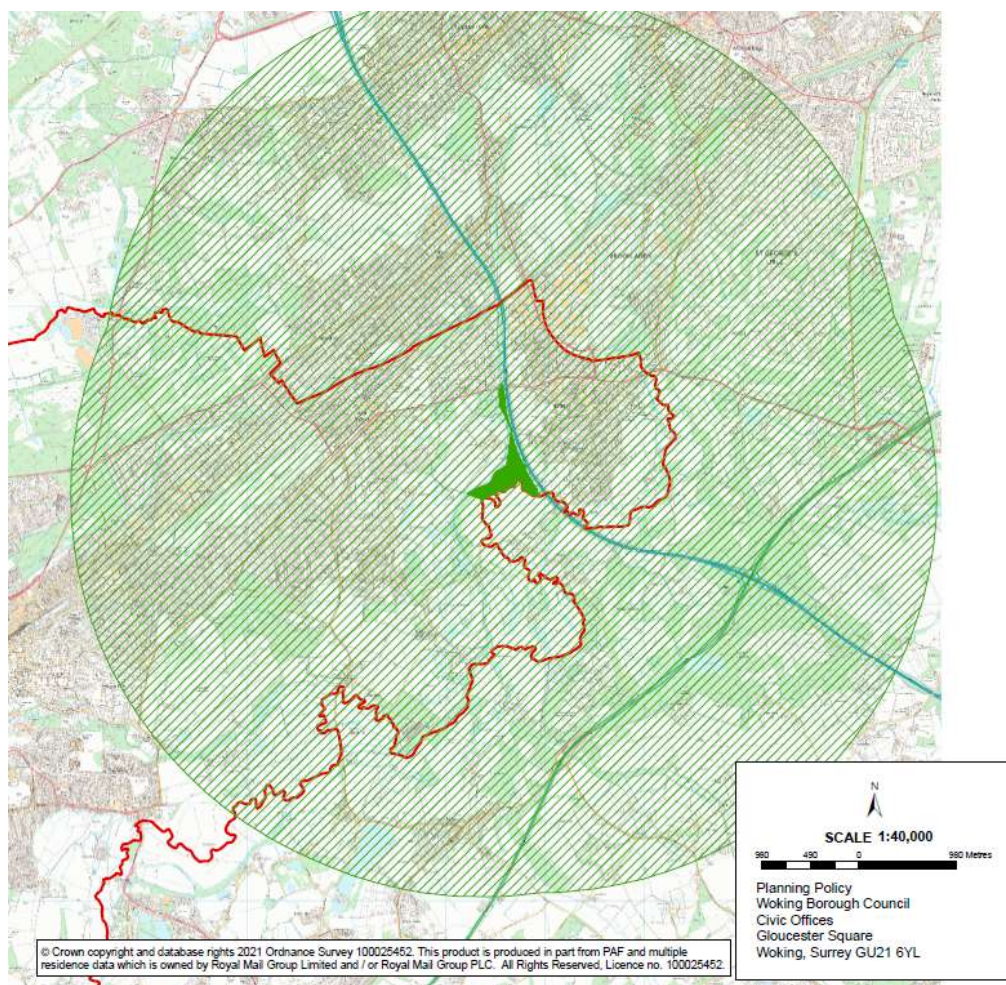


Figure 7: Proposed Byfleet SANG (site ref. GB12 in the SA DPD) and its catchment

The Council will work with Natural England to prepare a SANG Proposal for the site to identify the necessary works that will be needed to bring the land to a SANG standard. This will be appropriately costed with a project plan for its delivery. The Thames Basin Heaths SPA Avoidance Strategy sets out in detail how the Community Infrastructure Levy charged on development will be ring-fenced to ensure sufficient SANG is provided to support the level of housing growth proposed in the borough, including that of the Byfleets area.

## Play provision

The capacity of play provision in the Byfleets area has recently been increased through improvements to West Byfleet Recreation Ground NEAP and Sanway Road LEAP, funded by a combination of the Council's investment programme, SCC's Community Improvement Fund, and Neighbourhood CIL funding. A new LAP play area is being constructed at the Broadoaks site to directly serve the needs of new residents of the development, although existing residents will also be able to access it.

In accordance with policy CS17 of the Core Strategy, improved play provision for children and young people will be made to serve local areas where there is an identified shortfall - Bbased on a high-level analysis of current distribution of children and youth play areas across the borough, areas of West Byfleet and Byfleet (north of Parvis Road), and the ward of Pyrford,



are considered to have limited provision – or to meet increased demands as a result of new development.

Development coming forward on allocated sites in the Byfleets area will be expected to provide play facilities in accordance with the Fields in Trust guidance to support the population arising from those developments, in accordance with policy CS17 of the Core Strategy. The Council may seek a financial contribution through S106 or CIL towards improvement of existing play spaces in the area in lieu of on-site provision where existing play space lies within walking distance of a proposed development. However, it is reasonable to assume that new on-site provision will be delivered on land surrounding West Hall (ref. GB9) to serve the new population, as Figure 8 below shows limited accessibility to surrounding play provision for the majority of the site. FiT recommended guidelines are 0.25ha of equipped/designated play space per 1000 population; an indicative yield of 555 net additional dwellings would result in an estimated 1392 additional people (based on an average household size for Woking of 2.49 persons per dwelling). This would result in a requirement for 0.35ha of play space to serve the development. The FiT guidelines recommend that a LAP, LEAP, NEAP and MUGA are provided to serve developments above 501 dwellings in scale, but the Council may not require additional LAPs and LEAPs if a NEAP is provided on-site. Requirements will be finalised during the development management process depending on the nature and type of development proposed.

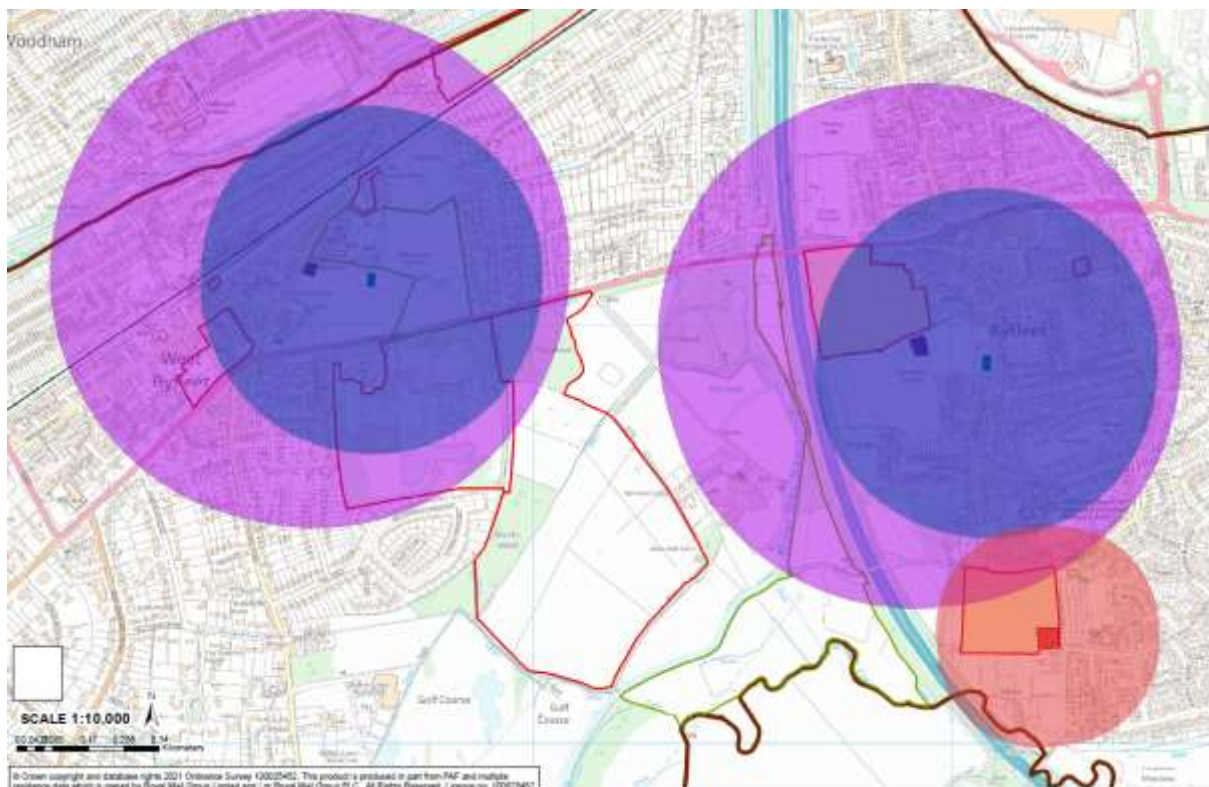


Figure 8: Existing play areas in the Byfleets area, with catchment areas (as per FiT guidelines), and allocated sites as per the draft SA DPD.

### Other Green Infrastructure

In addition to contributions towards SANG provision, development in the Byfleets will be expected to contribute to the enhancement of existing green infrastructure (GI) and biodiversity assets, and explore opportunities to create and manage new ones where possible, in accordance with policies CS7, CS17 and DM1 of the Development Plan, as well as policies in the West Byfleet Neighbourhood Plan. Contributions will be through CIL or on larger sites through on-site provision and/or a S106 contribution as appropriate.

Policy CS17 lists various types of GI assets, including parks and gardens, natural and semi-natural greenspace, green corridors, outdoor sports facilities, amenity greenspace, play provision, allotments, community gardens and urban farms, cemeteries and churchyards, accessible countryside in the urban fringes, river and canal corridors, green roofs and walls, as per policy CS17 of the Core Strategy.

Consultation with groups such as Natural England, the Environment Agency, Surrey Wildlife Trust, Basingstoke Canal Society and Authority, and with local community groups, has shaped various key requirements which have been incorporated into site allocation policies to ensure development coming forward in the Byfleets considers potential impacts on biodiversity and GI assets, and seeks opportunities to support the creation, protection, enhancement and management of them. These are summarised in the final column in the table in Appendix 2. Key requirements also seek suitable levels of private amenity space, which might include amenity greenspace, are incorporated into proposals, as per policy CS21 of the Core Strategy.

West Byfleet Neighbourhood Plan and the draft Byfleet Neighbourhood Plan set out in detail how the GI and biodiversity assets of their neighbourhood areas are diverse - ranging from recreation grounds, play areas, allotments, watercourses, churchyards, sports clubs, public rights of way and accessible countryside, and designated Local Green Space – and how they are highly valued and well-used by their residents and wildlife. Key assets identified include Dodd's Lane, the River Wey and Godalming Navigations, Basingstoke Canal (an SSSI), Ancient Woodland (including Old Wood), the railway embankment wildlife corridor, and trees and tree belts.

Development coming forward in the Byfleets which would create additional pressures on the GI network and biodiversity assets should, as part of the planning process, incorporate details of how it is intended to mitigate against these pressures; how detrimental impacts upon the Wey and Wey Navigation and Basingstoke Canal corridors will be avoided (particularly relevant for site allocations ref. GB40 and GB9), and how opportunities to enhance local assets have been pursued.

Development coming forward on land surrounding West Hall (ref. GB9) has significant potential to increase the capacity of the area's GI for amenity, wildlife, leisure and recreation purposes, and to improve GI connections within and surrounding the site. There is estimated to be approximately 4.7ha of land for public open space and new green infrastructure to be integrated into the site. A supporting statement should be submitted with any planning application setting out how the development addresses criteria for new and enhanced green infrastructure in accordance with policy DM1: *Green infrastructure opportunities*. There is potential for Green Belt land to the east of the site, which is within the same ownership, to provide additional green infrastructure to serve the development which would act as a buffer to the Wey Navigation corridor. Additional key requirements set out how large areas of woodland, protected trees, traditional orchard and parkland should be retained and strengthened where possible; and that the design and layout of the site should incorporate new or improved open space for leisure and recreation, other forms of green infrastructure and appropriate landscaping. Key requirements also emphasise how improved connection of GI assets within and surrounding the site should be achieved (such as Old Wood, Dodds Wood, Tins Wood and private gardens), and how opportunities to achieve Biodiversity Opportunity Area objectives for priority habitats within and surrounding the site (such as habitats at the proposed Byfleet SANG, ref. GB12) should be embraced.

Taking the latest Fields in Trust recommendations<sup>45</sup> into account, the following table provides an indication of requirements for informal outdoor space needs generated by this site allocation:

Open space typology	Quantity guideline (ha per 1000 population) <sup>46</sup>	Walking guideline
Parks and gardens (formal green spaces including urban parks, country parks, forest parks, formal gardens)	1.1ha	710m
Amenity green space (informal recreation spaces, communal green spaces in and around housing, and village greens)	0.83ha	480m
Natural and semi-natural (woodland, scrub, grassland, wetland, open and running water, and open access land)	2.49ha	720m
<b>Total</b>	<b>4.42ha</b>	

Table 12: Indicative requirements for open space at site ref. GB9, according to FiT guidelines

This figure is broadly in line with the amount of land allocated by site allocation GB9 (4.7ha) for public open space and new green infrastructure to be integrated into the site. The figures are indicative and will vary once the nature of the proposed development is known, and once a detailed assessment of accessible green space within and surrounding the site is conducted as part of the development management process.

In addition, demand for allotment space remains high and has increased recently partly in response to the Covid-19 pandemic (see Table 13), as demonstrated by the lack of vacant plots.

Name	Number of plots (2021)	Area (ha)	Vacant plots (2017)	Vacant plots (May 2021)	Number on waiting list (2017)	Number on waiting list (May 2021)
Eden Grove (Eden Grove Road, Byfleet)	49	1.41	5.5	0	0	19 (7 out of area)
Winern Glebe (off Rectory Lane, Byfleet)	32	1.14	3 (5 rod) & 2 (2.5 rods)	0	0	3
West Byfleet (Leisure Lane off Camphill Road)	153	2.45	2.5	0	6	28
<b>TOTAL</b>	<b>234</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>50</b>

Table 26: Information for Allotments in Woking (Source: Green Infrastructure Team, May 2021)

A waiting list of 50 is considered to be high by National Society of Allotment and Leisure Gardeners (NSALG) standards, but it should be recognised that waiting lists have fluctuated over the years, and from season to season (the May 2021 figures above are taken in peak season), so the Council will continue to monitor demand over the Autumn and Winter period, and as Covid-19 restrictions ease. There can also be crossover between waiting lists.

The 2018 IDP reported that according to NSALG standards, there was a shortage of provision across the borough, and parts of the borough could not easily access the existing allotments,

<sup>45</sup> Fields in Trust (2015), Guidance for Outdoor Sport and Play, available at: [www.fieldsintrust.org/guidance](http://www.fieldsintrust.org/guidance).

<sup>46</sup> Based on average household size for Woking of 2.49 persons per dwelling, and an indicative yield of 555 dwellings.



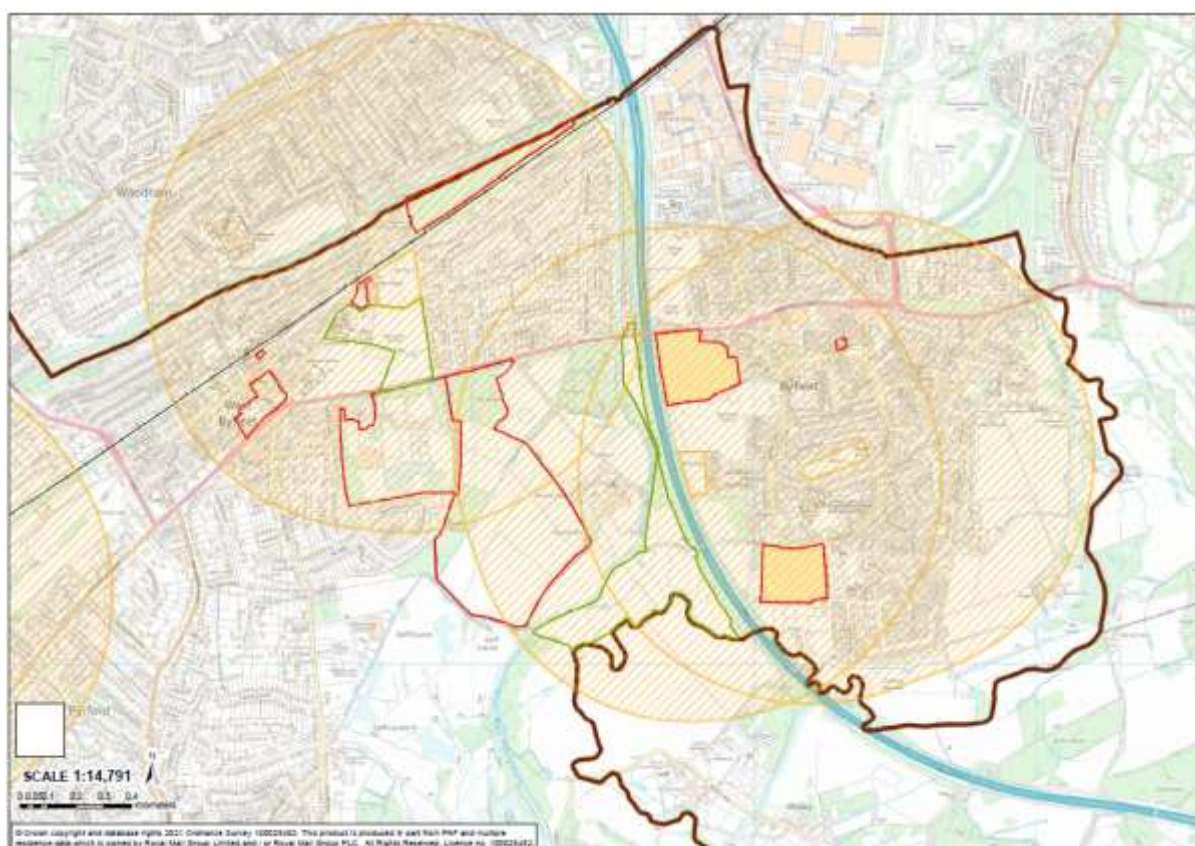
including those living in parts of Pyrford. However, allotment capacity and accessibility for those in the Byfleets area is considered to be good, as depicted in Figure 9 below, and as suggested by calculating NSALG recommended standards as follows:

NSALG recommend a national standard of 20 allotments per 1,000 households (20 per 2,000 people based on 2 people per house, or one per 100 people). This equates to 0.25ha per 1,000 population based on an average plot size of 250sqm (0.025ha per plot).

Surrey-i data estimates there to be 4,723 households in the Byfleet & West Byfleet ward. Total plot size of the three allotments in the Byfleets area comes to 5ha, translating to the equivalent of 200 standard sized plots.

This results in 42 plots per 1000 households – above the NSALG recommended standard.

If it is assumed that the allotments also serve residents living in the Pyrford area (estimated 1,985 households), this results in 30 plots per 1000 households, which is still above the NSALG recommended standard.



*Figure 9: Allotments in the Byfleets area and their catchment areas as per Core Strategy standards (800m straight-line/15mins walking distance)*

Applying NSALG recommended standards to the additional growth planned for the Byfleets can provide an estimate of demand arising from that development. Approximately 1,098 additional households will generate a need for 22 additional standard plots (or 44 five rod plots, which appear to be in higher demand in the borough). The cost of provision for each five rod plot at Littlewick Allotment was £2,513 in 2012. Applying an average inflation rate of 2.4% pa, this would now equate to £3,035 per five rod plot. 44 five rod plots would therefore cost approximately £133,540 to deliver.

Allotment funding is included on the Infrastructure Funding Statement, as a key component of the borough's open space provision. New development coming forward in the Byfleets will be

expected to contribute towards open space infrastructure., via CIL or S106 contributions, or for larger proposals, on-site. Proposals will be further assessed on a case-by-case basis, depending on the nature and type of development – some types of development may not add pressure to existing infrastructure if, for example, the dwellings have ample gardens with sufficient space to grow food in them.

## **Outdoor Sports Provision**

Woking's Playing Pitch and Outdoor Facilities Strategy and its Action Plan were published in 2017, and the Council considers its findings to remain valid. The strategy assesses whether there is enough infrastructure to meet future demand for participation in sport (football, cricket, rugby, hockey, tennis, bowls), generated by people moving into new housing in the Borough to 2027. The study concludes that in the first instance, capacity can be increased through a number of enhancements to existing provision: improvements to pitch quality and/or changing facilities; securing access to existing pitches which currently do not have community use; marking out pitches on currently unused areas of existing playing field sites; providing artificial grass pitches; and through better scheduling of matches and flexibility in kick-off times.

The accompanying [Action Plan](#) identifies potential capacity improvements at Byfleet Recreation Ground, West Byfleet Recreation Ground, Byfleet Cricket Club, West Byfleet Junior School, Byfleet Lawn Tennis Club, St Mary's Primary School and the Marist Primary School. Community groups from West Byfleet and the West Byfleet Neighbourhood Plan also reiterate the need to enhance existing facilities at West Byfleet Recreation Ground in order to meet needs arising from future development planned for the area, including the tennis courts, pavilion, and cricket square. Accessibility to these facilities could be improved by installing a perimeter path around the ground, for use by all ages and abilities.

Land surrounding West Hall, Parvis Road, is identified as having potential to provide new, formal sports pitches. However, the plan recommends a sequential test be applied: if needs cannot be accommodated through enhancing existing pitch capacity or through new pitches at existing sites, then new on-site provision should be sought.

The Council continues to pursue the actions in the Playing Pitch and Outdoor Facilities Strategy, in partnership with local community groups and developers. It is expected that some of the infrastructure will be funded wholly or partly by developer contributions in the form of S106 agreements and/or through CIL, in addition to other funding mechanisms.

**APPENDIX 1: SITE BASED INFRASTRUCTURE REQUIRMENTS IN BYFLEET AND WEST BYFLEET WARD FOR EDUCATION, TRANSPORT, HEALTH AND FLOOD ALLEVIATION INFRASTRUCTURE (IN ADDITION TO BOROUGH-WIDE REQUIREMENTS SET OUT IN IDP SCHEDULE)**

Allocations <sup>47</sup>	Infrastructure Type	Project / Requirement	Delivery Organisation	Cost	Funding Source	Funding Shortfall	Prioritisation	Comments	Data Source
UA1 Library, 71 High Road UA39 Car park to east of Enterprise House, Station Approach UA40 Land at Station Approach, West Byfleet UA41 Camphill Club and Scout Hut, Camphill Road GB9 and GB9A: Land surrounding West Hall, Parvis Road GB10: Broadoaks, Parvis Road	Early Years (sites allocated for residential uses)	Additional provision for c.51 early years places in Byfleet and West Byfleet ward cluster (at 7 children per 100 dwellings)	Surrey County Council, Private sector	c.£490,365	Private capital/ CIL / S106	c.£490,365	Essential	As per <a href="#">SCC Developer Contribution Guide</a>	Consultation response, meetings, Developer Contribution Guide.
	Primary Education (sites allocated for residential uses)	Provision of up to c.184 primary school places at existing schools. Need for expansion tbd (monitoring ongoing).	Surrey County Council, School Academies/Trusts and DfE	c.£2,525,952	DfE / SCC capital funding School Academies / Trusts CIL / S106	Dependent upon sufficiency of existing infrastructure	Essential	As per <a href="#">SCC Developer Contribution Guide</a>	Consultation response, meetings, Developer Contribution Guide.
	Secondary Education (sites allocated for residential uses)	Provision of up to c.132 secondary school places at existing schools. Capacity at BDB to be monitored. Need for expansion tbd (monitoring ongoing).	Surrey County Council, School Academies/Trusts and DfE	c.£2,730,420	DfE / SCC capital funding School Academies / Trusts CIL / S106	Dependent upon sufficiency of existing infrastructure	Essential	As per <a href="#">SCC Developer Contribution Guide</a>	Consultation response, meetings, Developer Contribution Guide.
	SEN Education (sites allocated for residential uses)	Provision of additional SEN spaces	Surrey County Council, School Academies/Trusts and DfE	To be determined	SEND Capital Programme CIL / S106	To be determined at DM stage	Essential	As per <a href="#">SCC Developer Contribution Guide</a>	Consultation response, meetings, Developer Contribution Guide.
	Transport: Strategic borough-wide transport infrastructure enhancements	Schemes identified through Core Strategy and SA DPD Transport Assessments as needing mitigation as a result of borough-wide growth (see main IDP Schedule). A245 corridor identified as a priority in the Byfleets area.	Surrey County Council	c.£1.5-3m for A245 corridor schemes	Various sources, including CIL / S106	c.£1.5-3m for A245 corridor schemes	Essential	As per SCC Developer Contribution Guide; IDP Schedule and Woking Forward Programme.	Consultation responses, Transport Assessments, Developer Contribution Guide, Forward Programme.
	Transport: Local network access and improvement	Various measures to be identified through site-based Transport Assessment.	Developer, with input from SCC	To be determined	CIL / S106 / S278	To be determined at DM stage	Essential	Local access and highway safety improvements.	Site-based requirements (Policy CS18).
	Sustainable Transport / Active Travel	Walking and Cycling routes identified in Local Cycle and Walking Infrastructure Plan (LCWIP), including accessibility to/from West Byfleet Station (including its subway).	Surrey County Council, Network Rail, Woking Borough Council	To be determined	CIL / S106 / S278	To be determined at DM stage	Essential	Sites will be expected to contribute to priority schemes and/or local targeted improvements identified through the <a href="#">LCWIP</a> .	Consultation responses, Local Cycling and Walking Infrastructure Plan.
	Health (sites allocated for residential uses)	Supporting the enhancement of existing infrastructure and/or new provision to meet need for 491sqm of healthcare floorspace	Developers, Surrey Heartlands CCG/ICS, WBC	c.£1,5m for new clinical floorspace	Serviced land provided by developer / S106 / CIL CCG / local GPs / Ashford & St Peter's Hospital	To be determined	Essential	Surrey Heartlands CCG and WBC to conduct further, detailed capacity and demand assessment using new modelling techniques.	Consultation response, meetings, feedback from neighbouring boroughs.

<sup>47</sup> As per the Proposed Main Modifications to the Regulation 19 consultation document, September 2020:  
<https://www.woking2027.info/allocations/sadpdxam/mmconsultation/mmschedule.pdf>

					NHS Trust funding				
	Flood alleviation	Sustainable drainage systems to serve new development in accordance with surface water drainage strategy (also referred to as surface water drainage statement)	Developer, with input from SCC, WBC and Thames Water	To be determined	Developer	To be determined at DM stage	Essential	As per WBC SuDS guidance and SCC SuDS guidance	Consultation responses
	Public service infrastructure	Supporting infrastructure for 2 FTE additional police officers serving Byfleet, West Byfleet and Pyrford area	Surrey Police	To be determined (wider costs identified in main Schedule)	Council Tax receipts, Surrey Police, Developer contributions (tbc)	Pending future review of CIL Charging Schedule	Preferred	Continued engagement with the police force required early in DM stage to determine justification for seeking developer contributions. Surrey Police is a consultee on major planning proposals.	Consultation response from Surrey and Sussex Police.
	Waste water treatment	Local upgrades to existing drainage infrastructure pending findings of detailed drainage strategy as part of planning application	Developer with input from Thames Water	To be determined by Thames Water Developer Services team in consultation with developer	Developer	None	Essential	Early assessment indicates improvements likely to be required at Camphill Tip (UA38), Land at Station Approach (UA40), land surrounding West Hall (GB9/GB9A), and Broadoaks (GB10).	Consultation response from Thames Water and SCC
	Other Utilities, including water supply, gas, electricity, district heating	Network reinforcement likely to be required pending further consultation with suppliers. Potential for new decentralised energy infrastructure to be considered as per policy CS22.	Developer with input from infrastructure providers	To be determined by infrastructure providers in consultation with developer	Developer / supplier investment	None	Essential	Early engagement with suppliers required; recommended at pre-application stage.	Consultation responses from Affinity Water, SGN, UKPN, Thamesway
	Digital Infrastructure	On-site infrastructure to enable homes/businesses to be directly served by latest broadband technology, in accordance with policy DM22 and policy CS15.	Developer, with input from network suppliers	To be determined by network supplier in consultation with developer	Developer	None	Essential	Regard to be had to latest objectives around gigabit connectivity and 5G rollout as per Surrey's Digital Infrastructure Strategic Framework, and Woking's emerging Digital Infrastructure Strategy	Ofcom data, SCC Digital Infrastructure Strategic Framework, SCC consultation response
	Green infrastructure and open space (2018 IDP requirements – to be reviewed)	Increase SANG capacity: 15.43ha of land to the south of Parvis Road allocated for SANG to mitigate impacts of 799 dwellings.	Joint Strategic Partnership Board, WBC, Natural England, Environment Agency	TBD upon preparation of SANG proposal	CIL, and partner funding. <del>If part of wider scheme: Government grants, Thames Regional Flood and Coastal Committee funds, WBC</del>	TBD upon preparation of SANG proposal	Critical	As per Thames Basin Heaths SPA Avoidance Strategy.	Policy CS8: <i>Thames Basin Heaths SPA</i> ; Consultation responses and meetings with Natural England and Environment Agency.
		Contribution to new/enhanced open space, including:  Outdoor sport and recreation provision as per Playing Pitch Strategy & Action Plan  Play provision (c.0.35ha new play space on land surrounding West Hall)	WBC, NGBs, Sport Clubs, Surrey Nature Partnership, Developers	To be determined [c. £133,540 for allotments]	CIL / S106 / On-site provision WBC Investment Programme, Community grants	To be determined [c. £133,540 for allotments]	Essential / Preferred	The following facilities in Byfleets identified for enhancement/new provision in Playing Pitch Strategy and IDP review: - Byfleet Recreation Ground (cricket, rugby, football) - West Byfleet Recreation Ground (football, cricket, pavilion, tennis, bowls) - Byfleet Cricket Club	Green Infrastructure Team meetings, local community feedback.

		Allotments (c.44 five rod plots)  Enhanced connectivity to GI corridors, including Wey Navigation and Basingstoke Canal.						- New ground for Woking RFC  Regard to be had for Fields in Trust guidelines and Natural Woking.	
	Other community infrastructure	On-site provision of community facilities as part of redevelopment at allocated sites	Developer, WBC, Neighbourhood Forum	To be determined	Shell delivered on-site by developer.	To be determined	Preferred	Land allocated for community uses includes replacement library services (as part of UA1 and UA40 allocations), improved public realm at West Byfleet District Centre (as part of UA40 allocation), social club and scout facility (as part of UA41 allocation), and elderly accommodation (as part of GB10 allocation).	Consultation responses, Developer feedback.
		Enhance existing community facilities to improve capacity	WBC in partnership with local community groups	To be determined	CIL / S106	To be determined	Preferred	Regard to be had to West Byfleet Neighbourhood Plan policies (and any future adopted Byfleet Neighbourhood Plan)	Consultation response
		New non-faith community facility in West Byfleet	WBC in partnership with local community groups	To be determined	CIL / S106	To be determined	Preferred	Regard to be had to West Byfleet Neighbourhood Plan policies (and any future adopted Byfleet Neighbourhood Plan)	Consultation response

**Note: these infrastructure requirements are in addition to any other borough-wide requirements identified in the wider IDP, and may change depending on the nature and type of development coming forward as part of the development management process.**



**APPENDIX 2: SUMMARY OF KEY REQUIREMENTS INCORPORATED INTO SITE ALLOCATIONS ON LAND IN BYFLEET AND WEST BYFLEET TO DELIVER INFRASTRUCTURE, TO EXPAND UPON REQUIREMENTS OF OTHER DEVELOPMENT PLAN POLICIES (policies shown in brackets)**

Site allocation ref <sup>48</sup>	Site address	Allocated uses	Transport and accessibility requirements (Policy CS16: Infrastructure delivery; Policy CS18: Transport and accessibility)	Education requirements (Policy CS16: Infrastructure delivery; Policy CS19: Social and community infrastructure; Policy DM1: Education Facilities)	Healthcare requirements (Policy CS16: Infrastructure delivery; Policy CS19: Social and community infrastructure)	Social and community infrastructure requirements (Policy CS16: Infrastructure delivery; Policy CS19: Social and community infrastructure)	Utilities requirements (Policy CS16: Infrastructure delivery)	Flood alleviation requirements (Policy CS9: Flooding and water management)	Green infrastructure requirements (Policy CS16: Infrastructure delivery; Policy CS17: Open space, green infrastructure, sport and recreation; DM1: Green infrastructure opportunities)
UA1	Library, 71 High Road, Byfleet	Mixed-use comprising residential and community uses, including a replacement library	Transport Statement to identify any impacts and set out mitigation measures	Contribute towards education provision via developer contributions	Contribute towards healthcare provision via developer contributions	Providing a replacement community library		Flood risk assessment to identify any impacts and set out appropriate mitigation measures	Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Appropriate car and cycle parking infrastructure						Proportionate on-site measures to support biodiversity and green infrastructure enhancement (could include SUDS)
									Retain valuable trees and provide landscaping
UA38	Camphill Tip, Camphill Road, West Byfleet	Industrial use	Transport Assessment to identify any impacts and set out mitigation measures, including highways improvements along Camphill Road.				Consider potential wastewater network capacity constraints (early consultation with water and sewerage undertaker advised)	Flood risk assessment to identify any impacts, taking into account location in surface water flood risk area, and setting out appropriate mitigation measures	Retain valuable trees on site and protect those adjacent to the site boundary.
			Travel Plan to minimise car use of prospective occupants					Detailed surface water drainage design incorporating sustainable drainage systems	Potential inclusion of SUDS
			Appropriate car and cycle parking infrastructure						Positive environmental impact on adjacent Rive Ditch and Basingstoke Canal (green corridors)
UA39	Car park to east of Enterprise House, adjacent Social Club, Station Approach, West Byfleet	Mixed-use comprising retail and residential uses	Transport Assessment to identify any impacts and set out mitigation measures	Contribute towards education provision via developer contributions	Contribute towards healthcare provision via developer contributions				Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Travel Plan to minimise car use of prospective occupants						Proportionate on-site measures to support biodiversity and green infrastructure enhancement
			Appropriate car and cycle parking infrastructure						Retain valuable trees and provide landscaping
UA40	Land at Station Approach, West Byfleet	Mixed-use comprising community, office, retail and residential uses	Transport Assessment to identify any impacts and set out mitigation measures	Contribute towards education provision via developer contributions	Contribute towards healthcare provision via developer contributions	Providing a replacement community library	Early consultation with water and sewerage undertaker to identify any constraints on capacity	Detailed surface water drainage design incorporating sustainable drainage systems	Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Travel Plan to minimise car use of prospective occupants			Public realm improvements			Proportionate on-site measures to support biodiversity and green infrastructure enhancement (could include SUDS)
			Appropriate car and cycle parking infrastructure						Retain valuable trees and provide landscaping

<sup>48</sup> As per the Proposed Main Modifications to the Regulation 19 consultation document, September 2020:  
<https://www.woking2027.info/allocations/sadpdxam/mmconsultation/mmschedule.pdf>



			Enhance pedestrian and greenspace connectivity						Air quality assessment to avoid impacts on European protected sites
UA41	Camphill Club and Scout Hut, Camphill Road, West Byfleet	Residential and community uses	Appropriate car and cycle parking infrastructure	Contribute towards education provision via developer contributions	Contribute towards healthcare provision via developer contributions	New, replacement community facility			Contribution towards Suitable Alternative Natural Greenspace via CIL payment
									Proportionate on-site measures to support biodiversity and green infrastructure enhancement. Retain valuable trees and provide landscaping.
									Regard made to existing public right of way to southern boundary.
GB9A and GB9	Land surrounding West Hall, Parvis Road, West Byfleet	Residential use and green infrastructure	Contribute to provision of essential transport infrastructure necessary to mitigate the impacts of development, informed by a Transport Assessment	Up-to-date assessment of education needs arising from development and contribute towards provision of essential infrastructure to mitigate any identified impacts of development.	Health impact assessment as part of Environmental Impact Assessment in collaboration with healthcare providers. Contribution towards healthcare provision via developer contributions.		Wastewater drainage strategy to consider wastewater network capacity constraints, impact on network and inform any necessary upgrades to existing drainage infrastructure (early consultation with water and sewerage undertaker advised)	Flood risk assessment to identify any impacts, taking into account site's location adjacent to Flood Zone 2 and 3, and setting out appropriate mitigation measures	Significant new and enhanced elements of green infrastructure (could include SUDS). Consider Green Belt land adjacent to site but in same ownership.
			Enhanced pedestrian and cycling links					Detailed surface water drainage design incorporating sustainable drainage systems	Strengthen woodland, traditional orchard and parkland setting.
			Improved bus services and access to bus stops						New or improved open space for leisure and recreation, GI and strong landscape edge.
			Appropriate car and cycle parking infrastructure						Improve connectivity to green infrastructure network, including Wey Navigation (green corridor).
			Travel Plan to minimise car use of prospective occupants						Contribution towards Suitable Alternative Natural Greenspace via CIL payment
									Proposed Traveller site to be planned and landscaped so as to positively enhance the environment and increase its openness.
									Protect and enhance biodiversity assets, including adjacent BOA, Wey Navigation, and other priority habitats. Air quality assessment to avoid impacts on European protected sites.
GB10	Broad Oaks, Parvis Road, West Byfleet	Mixed-uses comprising office and research, and residential uses	Contribute to provision of essential transport infrastructure necessary to mitigate the impacts of development, informed by a Transport Assessment	Contribute towards education provision via developer contributions	Contribute towards healthcare provision via developer contributions	Care home and assisted living accommodation	Wastewater drainage strategy to consider wastewater network capacity constraints, impact on network and inform any necessary upgrades to existing	Flood risk assessment to identify any impacts, and setting out appropriate mitigation measures	Significant elements of new and improved green infrastructure, and connections to wider green infrastructure network (could include SUDS)

							drainage infrastructure (early consultation with water and sewerage undertaker advised)		
			Appropriate car and cycle parking infrastructure					Detailed surface water drainage design incorporating sustainable drainage systems	Contribution towards Suitable Alternative Natural Greenspace via CIL payment
			Enhanced pedestrian and cycling links						Retain valuable trees, tree belts, woodland, and strengthen with planting.
			Bus stop improvements						Enhance biodiversity assets.
GB12	Byfleet SANG, land to the south of Parvis Road, Byfleet	Suitable alternative natural greenspace (SANG)	Pedestrian and cycling links to improve access to the site					Sustainable drainage measures and flood attenuation and floodplain storage within the landscape	15.43ha of SANG to be used as informal public recreation space
								Flood risk assessment to inform site design	Contribute towards biodiversity enhancement and habitat creation (site is located in a BOA, and is in proximity to River Wey ecological corridor).
									Improve connectivity of habitats within site and to wider green infrastructure network

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

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

APPENDIX 3: INDICATIVE MAPS ILLUSTRATING WALKING AND CYCLING ROUTES IN THE BYFLEETS AREA FOR TARGETED INVESTMENT, IDENTIFIED BY WOKING LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

