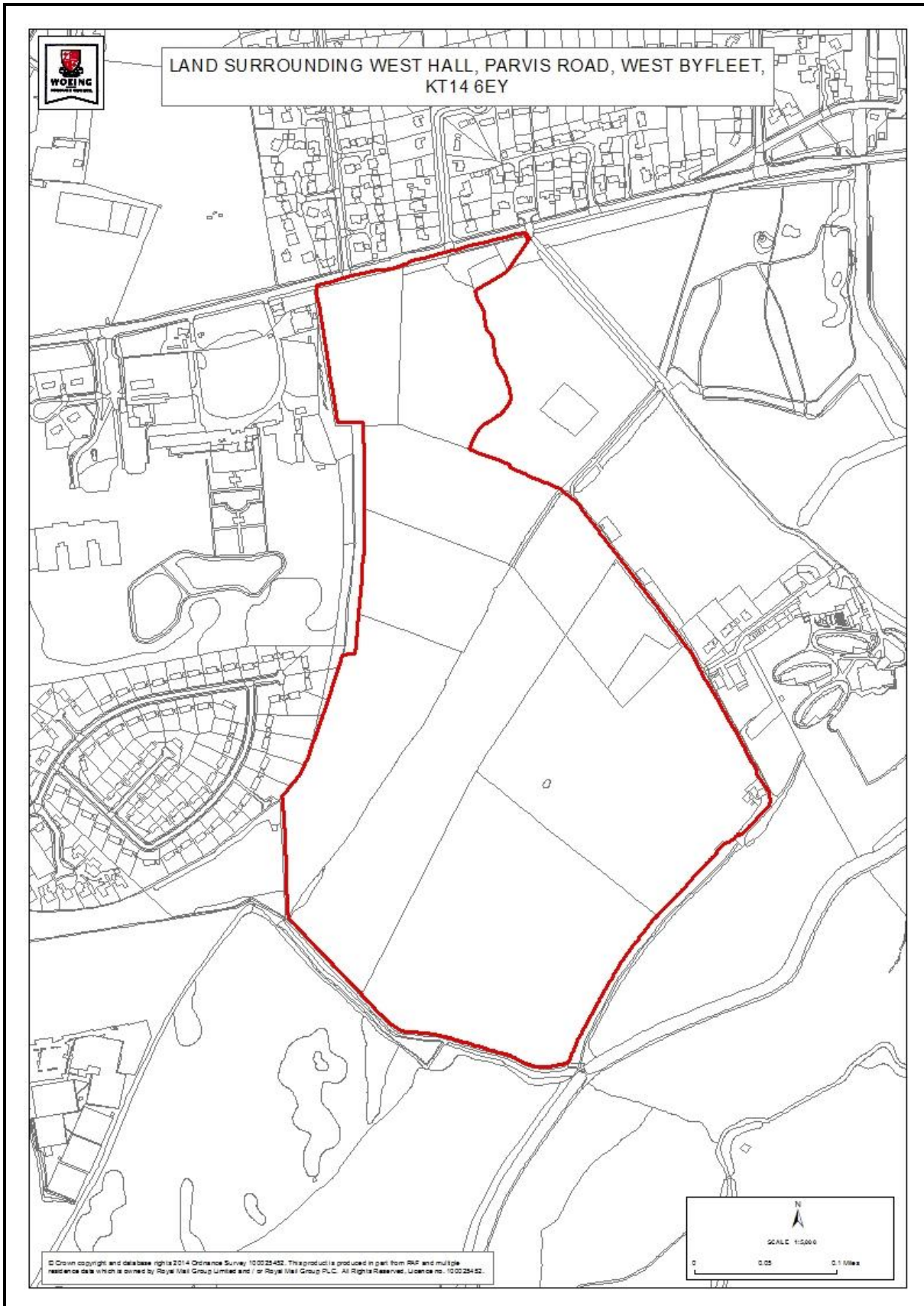


Proposal reference: GB10

Site address: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY







Policy GB10: Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY

This 29.33 ha site is allocated for residential including Affordable Housing development between 2022 and 2027, in accordance with Policy SA1. Land should be set aside within the site to enable the delivery of 15 Traveller pitches up to 2027. The release of this part of the site for development of Traveller pitches will take effect from the date of adoption of the DPD.

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

- Any development here will need to include significant elements of Green Infrastructure, having regard to the landscape's particular sensitivity to change (GBBR, paragraph 3.5.12);
- Density of development should maximise the efficient use of the site without compromising the general character of the area;
- Net developable area of approximately 14.8 ha for residential development;
- Development to integrate approximately 4.7 ha of public open space and green infrastructure within the site;
- Retain large areas of woodland and parkland setting and strengthen where possible;
- Contribution towards infrastructure delivery in accordance with the Community Infrastructure Levy;
- The developer will contribute to the provision of essential transport infrastructure related to the mitigation of the impacts of the development of this site, in addition to the relevant Community Infrastructure Levy (CIL) contribution. The exact nature of these site specific requirements will be identified through the development management process and informed by a Transport Assessment. Potential issues to be addressed include:
 - significant infrastructure required to provide access to A245,
 - lack of pedestrian and cycle infrastructure (including crossing) that would link to the

surrounding strategic pedestrian and cycle network,

- Appropriate and adequate provision of car and cycle parking in accordance with the adopted car and cycle parking standards but that takes into account the sites sustainable location and will not compromise on highway safety;
- bus stop provision and direct access to this;
- Potential to explore access for all modes with the adjacent Broadoaks site (GB11);
- Development will need to be sensitively designed to create a strong landscape edge, in particular along the southern section of the site that is adjacent to the Wey Navigation;
- Contribution towards Affordable Housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy, in this case 50% to be provided on site;
- Mitigation of impacts upon the Thames Basin Heaths Special Protection Area;
- Additional Green Infrastructure could also be provided on land to the east which is also within the same ownership but which would remain within the Green Belt (GBBR, Table 4.3, footnote 5) – ‘this land could provide Green Infrastructure for the development within the Green Belt which would act as a buffer to the Wey navigation corridor with its distinctive character and wildlife corridor function.
- Access to the development could be provided through Green Belt land from Parvis Road, with a potential pedestrian access through Broadoaks which would give a more direct route into West Byfleet town centre and its services and facilities. The retention of the northern part of the parcel within Green Belt would help to avoid perception of development narrowing the Green Belt separation between Byfleet and West Byfleet. New Green Belt boundaries could be defined along existing features, although some are relatively weak and would require reinforcement along the south-west and southeast (GBBR paragraph 4.3.6);
- Taking into account biodiversity and flooding constraints, form new Green Belt boundary along edge of development to retained wedge of land adjacent M25 and retaining land to the north of the development within the Green Belt’;
- Setting of heritage designations and assets including statutory and locally listed buildings at West Hall and Broadoaks and Wey Navigation Conservation Area;
- Improvement of cycle routes, linking into the existing cycle network;
- Significant highway, access and transportation improvements would be needed. These will be identified through a Transport Assessment at the planning application stage;
- Location of primary access – new access from Parvis Road, via a new roundabout at junction of Parvis Road with Blackwood Copse;
- Secondary access – existing A245/West Hall drive, Parvis Road (for emergency access purposes). Care home and existing West Hall properties would continue to be accessed via this unnamed road;
- A travel plan will be required;
- Dodds Lane footpath is adjacent to the southern boundary of the site. Development should seek to connect to this footpath to increase accessibility to and through the site. Improvements should be carried out to the existing footpath if necessary;
- The site is adjacent to a Biodiversity Opportunity Area (BOA) and should consider

opportunities to achieve BOA objectives;

- Retain protected trees (TPO) and tree belts and strengthen with planting to enhance the sites landscape character;
- The site is designated as a safeguarded site for potential mineral resource. Surrey County Council should be consulted;
- Due to the proximity to significant traffic on the M25, the development would need to consider the impacts on noise and ensure mitigation measures are implemented to protect residential amenity. A Noise Impact Assessment would be required, to also include impacts from Parvis Road;
- Historical contaminative uses may have led to soil and groundwater contamination on this former MOD land that will need to be considered during any development of the site, dependent on detailed proposals and consultation with Environmental Health and the Environment Agency;
- Biodiversity improvements – the design solution should build in wildlife features/corridors;
- The site is within Flood Zone 1 but features a number of existing drainage channels, meaning there is a risk of flooding. The site is also adjacent to Flood Zones 2 and 3 whilst a principle aquifer is located within the site. Consideration of sustainable drainage and flood attenuation within the landscape are potential options. Early engagement with the Environment Agency is required. Flood Risk from onsite and adjacent ordinary watercourses will need to be assessed and details submitted as part of a Flood Risk Assessment with any planning application;
- Development to meet relevant Sustainable Drainage Systems requirements at the time of planning application for the development of the site;
- Upgrades to the existing drainage infrastructure are likely to be required. A detailed drainage strategy should be undertaken;
- Applicants are advised at the early stage to consult Thames Water regarding the management of waste water capacity and surface water runoff;
- Creation of new/improvement of existing open space for leisure and recreation as part of site development;
- Improve sustainable transport infrastructure including pedestrian and cycle links and bus services to West Byfleet District Centre, and to surrounding open spaces for recreation;
- Investigate increased need for education infrastructure and appropriate contributions to be made;
- Engagement with Natural England to determine quality of Agricultural Land;
- Conduct landscape assessment / ecological survey / tree survey to determine levels of biodiversity and valuable landscape features on site and adjacent to site (such as TPO areas, woodland, parkland, Biodiversity Opportunity Area, Wey Navigation wildlife corridor) – design to have regard to biodiversity opportunities;
- An archaeological assessment may be required as set out in Core Strategy Policy CS20: Heritage and conservation;
- Seek to retain and improve natural features and habitat connections;

- Provision of new and improved green infrastructure and improved connectivity to wider GI network, with a view to minimise impact of development on character of landscape and settings of heritage assets;
- Development to meet relevant sustainable construction requirements at the time of planning application for the development of the site to take account of layout, landform, orientation and landscaping to maximise efficient use of energy and adapt to the impacts of climate change;
- Engage with Surrey County Council (Minerals Planning Authority/MPA) as the site is identified in the Surrey Minerals Plan as a Concrete Aggregate Safeguarded Site. The MPA would require a Minerals Assessment to be carried out based on borehole investigations. If reserves are confirmed it will need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by any future residential development;
- Any other site specific and other requirements will be determined on a case by case basis depending on the nature of the scheme that would come forward.

Reasoned justification: This Green Belt site is very sustainably located, to the east of West Byfleet, adjoining existing urban area in residential use, the Broadoaks site (currently in the Green Belt however see Proposal Site GB11) and the West Hall Estate (a mix of offices, a nursery, dwellings, a care home and grazing land within the Green Belt). Whilst this land is particularly sensitive in landscape terms, it has great potential to deliver sustainable development; however development will need to be sensitively designed to create a strong landscape edge to the settlement.

The remaining wedge of Green Belt land to the east of the site and the M25 would serve to maintain effective separation between the settlements of West Byfleet and Byfleet as well as protect valued features (the ancient woodland of Old Wood, locally listed West Hall and its setting, biodiversity and flooding characteristics).

This site is identified in the Green Belt boundary review as a suitable area for removal from Green Belt within the wider promoted land.

It is anticipated that the site can achieve a residential development yield of 555 dwellings on this individual site, calculated at an assumed indicative density of 40 dwellings per hectare (dph), whilst at the same time setting aside land to enable the delivery of 15 Traveller pitches.

There is scope for significant areas of landscaping to create an appropriate boundary to the Green Belt in this location whilst conserving as much of the landscape setting as possible.

The entire site is contained within a Mineral Safeguarding Area for concrete aggregate¹. Surrey County Council has been consulted. Surrey Minerals Plan Policy MC6 states that the County Council (as Minerals Planning Authority) will seek to prevent the sterilisation of these resources by other development. The assessment of potential mineral zones (PMZs) undertaken for the plan in 2004 provides additional information. This includes PMZ80 - West Byfleet, which includes the proposed residential site. The assessment at that time was that the small quantity of mineral reserve (approximately 0.5 million tonnes) and the difficulty of access would mean that the

¹ Surrey Minerals Plan Core Strategy 2011, Policy MC6 – Safeguarding mineral resources and development
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extraction of the sand and gravel would be very unlikely to be viable. Nevertheless potential reserves of concreting aggregate are close to exhaustion in Surrey. The MPA therefore would require an accurate assessment of reserves based on borehole investigations. If reserves are confirmed the MPA would need to be satisfied that the opportunities for the prior working of any significant resource are fully investigated before the resource is sterilised, directly or indirectly, by future residential development.

Delivery arrangements:

- The land is in single ownership;
- Developer-led;
- Phasing may be required.

Key evidence base:

- Green Belt boundary review (Parcel 4, WGB004a);
- Strategic Housing Land Availability Assessment (SHLAABWB030);
- County Highway Authority transport review of Woking Green Belt sites (officer comments, October 2014);
- Thames Basin Heaths Special Protection Area Avoidance Strategy;
- Design SPD;
- Sustainability appraisal;
- Habitat Regulations Assessment.